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CONTENTS.

Births, Marriages and Deaths.

Leading Articles:—
Plea for Public Safety.
Aliens.
The Australian Mail Service.
A Question of Balance Sheets.
Dangerous Possibilities.
Another Assassination in Russia.

Telegrams:—
U. S. Consul-General Goodnow.
Russia in Revolt.
Sperber-Newschwang Collision.
Shanghai Companies' Dividends.
The War.
Russian Losses.

Meetings:—
Hongkong Ice Company.
The Hongkong, Canton and Macao Steam-boat Co., Ltd.
Hongkong and Shanghai Banking Corporation.

Legal Intelligence:—
Heavy Claim for breach of Contract.
The Sterling Draft Case.
The Criminal Sessions.

Police:—
A Candid Thief.
The Attack on a European.
A Grievous Exhibit.
The Hollywood Road Holocaust.
A Chinese Club raided.
Soldier's Fatal Fall.

Correspondence:—

Chinese Manners.

Miscellaneous Articles and Reports:—

Children's Party.
A Hongkong Innovation.
Our Kaitian Industry.
Our Kaitian Course.
The P.S.A.
"The Land of the Setting Sun."
Hongkong Volunteer Reserve Association.
Hongkong Philharmonic Society.
Hongkong and Whampoa Dock Co., Ltd.
To F Topics.
Another Fire.
After the Storm.
S.S. *Shrewsbury*.
The Cruise of the Fleet.
Naval Notes.
Naval Boxing.
Shipping Jetties.
The "Hongkong Regatta."
The Civil Service.
St. Andrew's, Kowloon.
The Widows and Orphans' Pension Fund.
Tiger-Hunting in Pakhoi.
Union Church Literary Club.
Pretty Wedding at the Union Church.
The Late Rev. Father Torres.
Jewish Festival.
Cricket League.
Going Home.
Hongkong Stamp Revenue.
Canton Notes.
Swatow.
The Late Mr. Frederick Mann.
Professor Jenks and Missionaries.
Mr. D. R. Law.
Port Arthur Refugees at Shanghai.
The Impediment of Stoeisel.
Junk Run Down.
Released Non-Combatants at Kobe.
Disappearance of Dalny.
The Yokohama Insurance Case.
Singapore Docks.

Commercial:—

Weekly Share Report.
Fortnightly Market Report.
Freight Report.
Maui Hamp.
Farnham Boys.
Furnong Mining Co.
Exchange.
Opium.

Local and General.

BIRTHS.

On the 2nd of January, at 31, Woodside Wimbleton, the wife of FREDERIC NOBLE SEATON, of Macao, of a daughter, (still born).
On the 2nd of February, at Kiukiang, the wife of A. G. BETHELL, I. M. Customs, of a daughter.

On the 9th of February, at Ningpo, the wife of PAUL STAVE, of a daughter.
Jan. 10th, at 35, Ivema-gardens, W., the wife (née ANNE GILES) of CLAUD LAWRENCE of a daughter.

MARRIAGES.

On the 21st of January, in H.B.M. Legation Chapel, Peking, by the Rev. F. L. Norris, M.A., Acting-chaplain to H.B.M. Legation, JOHN WATERS, third son of Thomas William Richardson (of Swanton, China), to JESSIE AUGUSTA, youngest daughter of Henry Thomas Otterwell of Felixstowe, Kent.

At the Holy Trinity Cathedral, Shanghai, on the 4th February, by the Rev. A. J. Walker, M.A., ALBERT EDWIN HOUSE, Lieutenant, Royal Navy, I.M.S. *Strius*, seventh son of the late Mr. L. W. House, of Alverstoke Parish, Hants, to ELLEN, second daughter of Mrs. R. S. Goodfellow, of Shanghai.

On the 7th inst., at All Saints, Tientsin, Captain ACCURTI, Imperial Austrian Navy, to DAISY, eldest daughter of the late Harold von Meyeren, of Tientsin.

DEATHS.

On 14th January, at Polruar, Cornwall, England, LILLIE, the wife of Captain T. Austin, s.s. *Wing Chai*, Hongkong. R. I. P. [261]

At the General Hospital, Shanghai, on the 4th February, ARTHUR DOUGLAS, of the Pingshang Collieries aged 47.

On the 4th inst., at the Isolation Hospital, Shanghai, MINNIE, relict of the late William Allen, many years pilot of s.s. *Pekin*.

At the Kiangsu Chemical Works, on 8th February, FREDERICK MANN, aged 47.

On the 8th of February, at Chinkiang, JAMES KIRKWOOD, 1st Engineer of the Revenue cruiser *Chuenluo*, aged 57 years.

On the 9th ult., as the result of a carriage accident, HENRY AVLESHURRY WALKER AVLESHURRY, of "Leigh Court," Uffculme, Devon, and of the firm of Aylesbury and Garland, of 10th and Tapah, Malay States.

At the Shanghai General Hospital, on the 10th inst., C. A. Vogel, Captain of the Hamburg American Line.

At hospital, Shanghai, on the 13th inst., WILLIAM WALKER RODGER, engineer, aged 23 years, youngest son of Robert Rodger, Port Glasgow, Scotland.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, FEBRUARY 18, 1905

PLEA FOR PUBLIC SAFETY.

(11th February.)

The dastardly attack which was committed on a European resident in Hongkong in the vicinity of Happy Valley the other evening, again brings into prominence the necessity of improving the street illumination of the city, particularly in the outskirts. Those who for various reasons have been tempted to take a stroll in the direction of Happy Valley will know how badly lighted is that quarter of the town. Even in these enlightened days, when it is admitted on all hands that a sufficiency of street illumination affords the best protection against the thug, the robber, and the vulgar thief, Happy Valley continues in darkness as impalpable as the middle of the Sahara. And not only Happy Valley, but the major portion of Hongkong, or to be literally correct, Victoria is in this condition of gloom intensified by a stray lamp here and there at night-time. For a considerable distance along Queen's Road East, especially within that section bounded on either side by the military and naval quarters, it is impossible to see a hand's breadth ahead, and the luckless pedestrian spends his time tripping and stumbling over the cobble and ditches which abound in that locality with the alternative of stepping into the road and being knocked over by every passing vehicle. It is true that electric arc lamps are planted in the middle of the thoroughfare, but they are so far apart, and so hidden by the foliage of the trees that they are little better than useless. Happy Valley is infinitely worse, however, for in this residential district there is practically no attempt at providing adequate illumination. Yet Happy Valley and the district around Morrison Hill are largely occupied by European residents, who are not always inclined to go to bed at sundown, or remain indoors after dark. It shows that there is something radically wrong somewhere when any gentleman in a rickshaw is liable to be the victim of an outrage, and is obliged unaided to beat off his assailants and secure his own safety. It may be argued that there is such a thing as collusion among coolies, and that such episodes as night attacks are comparatively rare in Hongkong. At the same time it must be recognised that such things are at least possible. And while the lack of proper lighting may have a great deal to do with such matters, there is the further question to be considered—where was the policeman? It is a trite, though paltry, remark to make that the policeman is always round the corner. As a matter of fact, however, it would be interesting to learn how many people who have passed along Morrison Hill Road near the witching hour of midnight, or even earlier, have been favoured with a glimpse of the guardian of the law. We do not impute dereliction of duty to the officer on that beat, but urge that the number of men employed on night duty in the outskirts might be usefully augmented to secure more efficient patrol. Returning to the first point, it is a known fact that bad news travels quickly, and although the born resolute coolie may not be able to read English he will quickly be apprised of the assault on a solitary European reported in yesterday's issue. What then is to prevent an organised gang to follow their natural bent towards crime by lying in wait for unsuspecting travellers and perpetrating an outrage which may not have so fortunate an ending? Everybody in the community is concerned in this matter, for it affects not only those who live in the Eastern District, but also those who have to climb the hills at night. Take, for instance, the case of a passenger by rickshaw or chair returning home from the theatre. Practically he is at the mercy of his puller or bearers, and half a dozen gangs of determined villains are capable of instituting a reign of terror. Perhaps this may seem somewhat exaggerated, but so long as the possibility exists, and before it has become an *fait accompli* steps should be taken to avert such a state of affairs. The truism of those in authority is not to punish crime after it has been committed, but to prevent it as far as human ability can do so. One of the best methods of attaining this object is to have all thoroughfares so lighted that the hooligan and the miscreant can find no shelter for their wrongdoing in the darkness of by-ways and the Cimmerian blackness of every other corner. The owners of private property, also, might be well advised if they allowed even a glimmer of light to appear so that the patrolman on his rounds could ferret out the nefariously-minded, the burglar and all the tribe of midnight marauders.

Although the question of alien immigration is not of vital importance to Hongkong, it closely affects the welfare of the Empire and of all those citizens who have worthily cast in their lot with Britain. Lately, Protection has come to the front and there are many divided opinions on that subject; but the protection of Britain against the immigration of outcast aliens, who will not be owned by their own countries, and are useless to others, is not so much a political cry as a matter of personal defence. None said a word against the Huguenots who came to England, when France was blinded by a vertigo of sectarian passion, neither was

there any objection to the advent of the Flemish weavers in earlier days. It has been a proud boast of Englishmen that Britain was the asylum—of late years the only asylum—for the oppressed, the wanderer, and the political offender. But there are limits to generosity, and when it is realised that half the crime in England is committed by aliens—people who live on the proceeds of their nefarious practices and are of no account in their own country, to put it mildly—it must be admitted that some means should be taken to preserve the reputation of the British people. The unfortunate part of the whole thing is that under any law of exclusion or discrimination worthy members of society, who through no fault of their own have been compelled to enter the ranks of the undesirables, are bound to suffer. Yet when a judge of the High Court says that "it is a disgrace that such people should be allowed to land in this country and disturb the peace of its inhabitants" it must be evident that the time is fast approaching when a law, something after the fashion of the United States immigration law, must be passed. It was only the other day that the Earl of Selborne, speaking at Birmingham, asked how it was possible that any one could be found to support the dumping of pauper aliens which went on at present. He referred to the election in Mile-end and gave some startling figures. Out of a constituency whose population was between 60,000 and 70,000 the voters numbered only about 5,000. In other words, the greater part of the population consisted of aliens in every sense of the term. "Why should we be the only civilised country," said his Lordship, "that would accept the refuse of humanity without any examination?" Now, considering the importance of the question, the language of Lord Selborne was by no means too strong and the fact that it is not the intention of the Government or, indeed, of the thinking section of the British people, to shut the door in the face of the deserving immigrant, was more fully evidenced in the speech which was recently delivered by the Home Secretary at Deal. The Home Secretary who, as everybody knows, is the legal exponent of the Cabinet, said that while he was anxious not to exclude the *bona-fide* religious or political refugees, he did wish to prevent the immigration of vicious criminal paupers and diseased aliens. He followed up this statement with the remark that it was not right to allow people accustomed to a low standard of living to compete unfairly with our own people, nor was it right that foreigners should be allowed to come in who would eventually become a burden upon the rates and taxes. That appears to be the whole question in a nutshell. While every encouragement is offered to the immigrant who will apply himself to useful labour at ordinary rates, there is a decided objection to the foreigner who prefers to live in a den, sell himself to a sweeter, and beat down the price of labour till the honest man finds honesty a burden and turns to vice for a livelihood. It is satisfactory to know that the Government intend to introduce an Aliens' Immigration Bill this Session; but it will still better news to hear that it has passed through the Lords.

THE AUSTRALIAN MAIL SERVICE.

(15th February.)

The anomalous attitude, which has been adopted by the Australian government with regard to the over-sea mail service contracts, is likely soon to reach a crisis. When it was first indicated that one of the conditions under which the mail service subsidy would be renewed was that the vessels in which the mails were carried should be manned from quarter deck to stokehold by white labour, the P. and O. Company immediately stated that they would have nothing to do with a contract on these terms. The Orient Company appeared on the scene and it seemed for a time that they would fill the breach left vacant by the withdrawal of the P. and O. Company. But again the Australian Government destroyed their chances of securing an efficient service by a policy of niggardliness. Under the contracts which are now about to expire Australia pays of £72,000. The Federal Parliament, however, has laid down new conditions, under which the company would provide a faster service than before and have to carry the mails both ways for the Australian subsidy, for the Imperial Government may be expected to consider that it has done its share by contracting with the P. and O. Company for a fortnightly service. The Orient Company offered to fulfil the conditions, provided the subsidy was increased to £140,000; but that tender was rejected, so that to all intents and purposes Australians have no guarantee that their mails will be carried out of their country when the existing contracts expire. Australia is naturally isolated from the world's markets, but with this additional handicap it will be impossible for producers to compete on anything like a fair level with the traders of other countries. And how has this state of things come about? A Sydney contemporary supplies the answer: "Simply that the whim of a section of Federal politicians to try to compel steamers to employ all white labour on ocean voyages may be indulged." Unless some arrangement is arrived at shortly whereby Australia will be assured of regular mail communication with the mother country and other nations heavy material loss is bound to result. It is to be hoped that the sensible section of the community will realise in time the effect of their latest fad, and save the country from the dire effects which most certainly will ensue should the present policy be continued.

A QUESTION OF BALANCE SHEETS.

(16th February.)

In Hongkong, the land of balance-sheets and big dividends—at least in so far as the popular companies are concerned—the statement that even the best balance-sheet is an untrustworthy document will come as a shock to many people. The average balance-sheet, at the present day, is so carefully framed, and the various items on the account so clearly stated, that it would seem difficult, if not impossible, to conceal beneath a fair front something that would correspond to the canker in the heart. A leader-writer in the *Times*, however, acts the part of the skeleton at the feast. In dissecting the trade returns of Great Britain for 1904, the writer takes occasion to animadvert on the untrustworthiness of balance-sheets generally, and in the course of the article it is observed that "In these days of joint-stock companies it has probably fallen to the lot of most people to have to scan a balance-sheet with some care. Those who have tried to obtain from such a document any real knowledge of what lies concealed behind the figures have probably discovered how small is the trustworthy information they can extract. Many who have remained satisfied with the apparent message year after year have no doubt discovered by means of some catastrophe how far the figures have been from giving them any idea of the actual position of the company. Yet a balance-sheet gives considerably more information about the company's affairs than the bald totals of exports and imports can give concerning the results of a year's commerce." According to the trade returns for 1904, the imports into Great Britain showed an increase of £8,761,835, while the exports increased by £10,017,789. The re-exports of foreign and colonial merchandise increased by £748,354. In the face of these figures it would seem difficult for a statistician to show that all was not well with the body corporate, yet the writer of the article in question, in furtherance of the advocacy of Protection by the *Times*, seeks to throw cold water on the apparent prosperity of the nation. It must be allowed that the arguments adduced against absolute belief in the value of the returns as statistical documents are at least suggestive, if not weighty. The case of a manufacturer who shows total sales amounting to £50,000 for two consecutive years is considered. It is argued that in the first year he sold 10,000 tons at £9 a ton, whereas in the second year he sold 9,000 tons at £10 a ton. Although the results are identical, the turnover in the second year has decreased and the business is in a far less satisfactory condition than it was when the first balance-sheet was issued. The result of this writer's analysis is that the trade returns for 1904 are due to the enhancement of prices and not to the increased volume of trade. Going more deeply into the question, it is submitted that "had prices remained as in 1902 there would have been no increase in the figures for 1904," and it is held that whereas in 1902, the exports of Great Britain and Ireland amounted to £6, 15s. 0d. per head of population, in 1904 the exports only reached £6 12s. 5d. per head. The unsettling analyst argues further that herein lies the real reason for the scarcity of employment in Great Britain at the present time. Of course, there is another side to the question, which the partisans of Free Trade may be allowed to bring forward, but the fact remains that balance-sheets and returns generally may not be exactly what they seem.

DANGEROUS POSSIBILITIES.

(17th February.)

Most of us have followed with amusing interest the fantastic story recently unfolded in the columns of a Parisian journal and purporting to be a confidential report sent by Baron Kodama, Viceroy and Governor of Formosa, to the Japanese Premier, in the spring of 1902. It was a senseless and mischievous article written no doubt with a view of keeping alive that "Yellow Peril" booby of which most of us have by this time grown so heartily tired that when a new "peril" is rumoured in connection with the Far East there are not many who gave ear to the counsels of those who speak from motives other than those which have led irresponsible persons into "yellow" journalism. At present much interest is being felt in England at the attitude adopted by some of the Powers towards the Chinese indemnity question. One writer asserts that the termination of the Russo-Japanese war, whenever it comes, is likely to inaugurate a period of peace in the China Seas few will be sanguine enough to predict. It is recognized that quite apart from the diplomatic combination which Russia evidently regards as her last resource in the event of a failure of her arms to recover her former position in North China, the immediate future of China herself south of the Great Wall bristles with dangerous possibilities arising out of the selfish aims which have been directed to the disintegration of the Chinese Empire. This has brought about a living spectre on the phantom stage in the Far East, and one which, under the name of the "White Peril," is being engineered by the many-headed hydra, the Russo-Chinese Bank. It is asserted in one of the London papers that this institution is the most mischievous and dangerous opposition to the Chinese proposals to facilitate the discharge of its obligations under the indemnity. It is declared that the bank is nothing less than the great weapon forged by Prince Ukhtomski to assimilate China to *his* *tois*, an achievement which, elevating Russia to the proud position of

the arbiter of Eastern and Central Asia, is to reduce automatically all the other Powers, but more especially England and Japan, to positions of secondary importance. There is, of course, more in this than at first sight is apparent, for we have seen that it is precisely by the careful pursuit of such actions that Russia has for so long been able to snatch advantage after advantage, successfully avoiding any step likely to stimulate vigorous opposition until each further piece of aggression was skillfully endowed with the aspect of right. We must clearly realise the danger with which our vast interests are threatened, we must give Japan's victorious rights in Manchuria our strong support, and must uphold any efforts on her part to effect the regeneration of China.

ANOTHER ASSASSINATION IN RUSSIA.

Although for the moment the spread of the reform movement throughout Russia may seem to have died away under the forces of Tsardom, which are still strong enough to keep down the unorganized strength of the Russian people, evidence is not wanting that those who are favouring a more liberal and popular administration are determined upon carrying forward the agitation for reform in the internal administration of the Russian Empire. It is gaining momentum daily, and the newly-appointed Minister of the Interior, acting against the most powerful influences, is supporting these popular reforms the promoters of which have declared it to be entirely divorced from any radical revolutionary propaganda. However, soon after the Zemstvo presidents planned to meet publicly the crisis came, and the world over saw that throughout the Tsar's dominions a reign of terror, intensified by political assassination, was about to commence. An attempt was made on the life of the Emperor, followed shortly afterwards by the murder of the assassination of a Grand Duke and the report that the Governor of Warsaw had been murdered. Russian subjects grew bolder and feared not to denounce the existing regime in the open streets of the capital, and there was every indication that the friends of representative institutions had the upper hand. The upholders of autocracy and bureaucracy, those comprised in the Grand Ducal cabal, were declared to be every bit as desperate and formidable as were the unplaceable reactionists who killed in embryo the constitution devised and signed by the Tsar's grandfather. It seemed premature to credit Nicholas II. and his counsellors with any change in the administration of internal affairs. There are those among the populace, however, who believe that the Tsar and the bureaucracy will be influenced by assassinations to swerve from a line of policy deliberately pursued. This may have been the motive underlying the act of the two men who have murdered the Grand Duke Alexander and his commander-in-chief of the forces, and governor-general of Moscow. Their view will find many supporters; but those who entertain the idea that the assassination of an uncle of the Tsar can have any effect in persuading the Russian Government to yield to the demand for liberal institutions will in all probability find that such an act will necessarily tend to postpone reform. To the intervention of the late Grand Duke was due the complete victory of the reactionary party towards the close of last year, when he officially raised objections to the resolutions adopted by the Moscow Town Council advocating freedom of the Press and meeting and popular control over the Government. This naturally aroused the indignation and anger of the populace, who declared their intention of striving by every means and expending every effort to achieve the realisation of a democratic and social organisation which shall free the oppressed Fatherland and put an end to such brutalities as had been perpetrated in the cruel butchery of the participants in the recent demonstrations. Rulers have a good right to ask whether the opponents who adopt such ways of attaining their ends, as these two mislaid assassins have done, should not be hunted down and suppressed without mercy. Sober and loyal supporters who raise the evils in the state and desire to amend them are discredited by the involuntary association of criminals. The menaced order is driven to be harder than before—even if they were inclined to make concessions. We have seen during the past few months that much calls for a change in Russia, but nothing needs it more than the horrible readiness of some among its people to make use of murder, and we fear that the result of this last example of ferocity will only be to render repression more harsh than it has been in the past.

PRETTY WEDDING AT THE UNION CHURCH.

A very pretty wedding was solemnised at the Union Church this morning, the contracting parties being Mr. Alan Stevenson, the popular assistant manager of the Dairy Farm, and Miss Mabel Clarke, a charming young Hampshire lady, who only arrived in the Colony yesterday direct from home. Over a hundred invitations to be present had been sent out, and the majority being accepted, there was a very good attendance both at the church and at the reception subsequently held at the Hongkong Hotel. Rev. C. H. Hickling officiated at the ceremony, and Mr. J. E. Walker acted as best man. The happy pair left in the afternoon amid showers of blessings and good wishes, for Macao, where the honeymoon is to be spent.

No dogs brought from Shanghai will be permitted to land in Hongkong for a period of six months from the 12th inst.

TELEGRAMS

"HONGKONG TELEGRAPH" SERVICE.

U. S. CONSUL-GENERAL GOODNOW EXONERATED.

[From Our Own Correspondent.]

Shanghai, 13th February, 2.30 p.m.

Telegraphic advices have been received here to-day from Washington to the effect that Mr. Goodnow, until recently Consul-General for the United States, at this port, has been completely exonerated from all charges preferred against him.

It is at the same time notified that Mr. Goodnow will leave the States for China about the end of March, and is expected to arrive in Shanghai to resume his duties at the Consulate-General in April next.

[Mr. Goodnow was appointed to the Shanghai Consulate-General when the late President McKinley first assumed office, having been a prominent Minnesota politician. Later, he has been in bad odour amongst a certain section of the American community in the Northern Port, who did not hesitate to bring charges of various kinds against him, and virtually accused him of malfeasance. Though his manners are somewhat unpolished, very few believed that the Washington verdict would be other than the above telegram sets forth.—ED., H.K.T.]

RUSSIA IN REVOLT.

GRAND DUKE SERGIUS BLOWN TO PIECES.

[From Our Own Correspondent.]

London, 16th February, 5.40 p.m.

The Russian Grand Duke Sergius has been blown to pieces by a bomb thrown by two men in a cab, near the Kremlin at Moscow.

The assassins have been arrested.

"SPERBER" AND "NEWSHWANG" COLLISION.

GUNBOAT BADLY DAMAGED.

[From Our Own Correspondent.]

Shanghai, 17th February, 2.27 p.m.

On the 16th instant, a collision occurred between H. I. G. M.'s gunboat *Sperber* and the s.s. *Newschwang*, off Wusung.

The German gunboat has since been docked and, on inspection, ascertained to be badly damaged.

As a result of the impact the *Newschwang* exhibits a hole on the starboard.

[Private Telegram.]

SHANGHAI COMPANIES' DIVIDENDS.

17th inst.
Messrs. Benjamin, Kelly & Potts kindly advise us that they are informed from Shanghai by telegraph to-day that the following dividends have been declared in Shanghai:—

Shanghai-Sumatra Tobacco Co., Ltd., final dividend of £1s. 6d. making £1s. 9d. for the year.
Shanghai Gas Company, Ltd., final dividend of £1s. 5d. making £1s. 8d. for the year.
Maatschappij tot Mijn, Bosch- en Landbouwexploitatie in Langkat, Ltd., first interim dividend of £1s. 7d. amount 1905.
The closing quotations are as follows:—
Firmans, £1s. 14s. 5d.
Hongkows, £1s. 14s. 0d.
Shanghai Land, £1s. 11s. 13d. ex div. 5s.
Chinese Engineering, £1s. 7s. 6d. b.
Sumatras, £1s. 7s. 5d. b.
Langkates, £1s. 2s. 5d. b.
Shanghai Gas, £1s. 11s. 0d. b.

THE WAR.

RUSSIAN LOSSES.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegram:—

TOKIO, 14th February.
Marshal Oyama reports that up to the 10th inst. the Japanese buried about 2,000 Russian corpses in the direction of Heikoutai.

VOLUMINOUS official correspondence has been published at Calcutta on the subject of fixing a standard time for India and Burma. The initial letter from the Government of India last July invited the opinions of local bodies upon two proposals, which the Government of India is prepared to accept, namely:—(1) For an Indian standard time for use upon all Indian railways and telegraphs in India, nine minutes in advance of Madras time; and (2) for Burma, a standard time for similar use in Burma, five minutes in advance of Rangoon time. These two proposed times are respectively exactly 5½ hours, and 6½ hours ahead of Greenwich time.

OUR RATTAN INDUSTRY.

INTRODUCTION OF LINEN FIBRE.

VISIT TO HARRIS-KEENEY COMPANY'S WORKS.

Rattan work is one of the recognised industries of the East. On every hand the craftsman's handiwork is in this particular line of business in evidence, yet comparatively few people in Hongkong are likely to take the trouble to ferret out the methods adopted in manufacturing this rattan furniture which appears in every house, from the richest to the poorest. It is doubtful, indeed, if the majority of people have any idea whence the rattan comes. At various places, the cane may be seen standing outside Chinese houses, ready apparently to be converted into the long chair which is the chief cause of lounging here as elsewhere—a hundred and one nick-nacks, from a lady's workbasket to a baby's cot. Hongkong, however, is one of the important centres of the rattan industry, and the chief factory for the manufacture of all sorts of rattan furniture is that known as the Harris-Keene Company's Grass and Rattan Factory, situated on the Shaukiwan Road. A representative of the *Hongkong Telegraph* visited the establishment the other day with the object of gaining some insight into the working of the factory, and the processes employed whereby the willow wands are bent and twisted into all manner of shapes.

AMERICAN ENTERPRISE.

The Harris-Keene Company is an American concern, in the sense that the two partners are Seattle men. And the story how they came to set up business in Hongkong is an interesting one. Mr. Thomas P. Keene had long held the idea that there was a bright future for the rattan industry, if only a couple of energetic men took it in hand. He looked at the rattan chairs produced by Chinese labour, as they appeared when landed in San Francisco or Seattle, and he saw that they were of the roughest description. It is possible, he said to himself, to get these people to do things right, so he came to Hongkong in 1902 and remained in the Colony for six weeks. In that short period he had learned all the ins and outs of the rattan trade; he recognised its possibilities and saw that the business then being done could be doubled and trebled in a very short time if only intelligent men, and men of ideas, were at the head of affairs. When he returned to America he had so rattan chairs in the vessel he held, chairs which had been made to his own design and under his own supervision. The chairs caught the popular fancy and went off like hot cakes. To make a long story short, the enterprising Westerner joined partnership with Mr. Emmet Harris and the Harris-Keene Company was the result. The Company has now been at work nearly two years and the belief of the partners in the ultimate success of their business has been more than verified.

WORLD-WIDE CONNECTIONS.

At the present time the Company are shipping every kind of rattan work to all parts of the world. The stores are filled with chairs for Durban, South Africa, for San Francisco and Manila. They have contracts to supply goods all over South Africa, sending so many a month; they are shipping regularly to Copenhagen, Berlin, to Australia where the Company have a special agent, New Zealand, India, and the Philippine Islands. Curiously enough, New York and London are the only two great centres which the Company have failed to invest in their ramifications. With regard to New York, the Company have been trying in every way possible to reach that market, but so far without success, and why?

TARIFF AND TRANSPORTATION.

Simply on account of the prohibitive tariff and heavy transportation expenses. But now that the Great Northern Steamship Company have commenced running cargo boats across the Pacific, it is believed that freight charges will come down with a rush, and the New York market will come within the bounds of the Company's business. If they cannot get to New York by the Pacific then the Suez Canal route must be tried, for as Mr. Keene said: "Our big business is to be in New York, and we must and will get there." The *Minnetonka*, one of the Hill boats, is on the way to Hongkong from the western coast of America and it will then be seen whether the freight charges are to be reduced. As to London, the Company are now in negotiation with a big firm there and it is expected that should these negotiations reach a satisfactory issue, a large business will result.

AT CHICAGO EXHIBITION.

Every year, two furniture exhibitions are held in Chicago, and at the exhibition which is now opened, the Harris-Keene Company have a floor space of 900 square feet. An assortment of the various rattan chairs, settees, and fancy articles in cane, grass and raw linen, which the firm are prepared to place on the market, is on view, and from all accounts the exhibit should lead to increased and widely extended demands. When it is remembered that at these exhibitions all the chief furniture manufacturers of America and Europe have staked the position occupied by the Harris-Keene Company, it will be better understood, although anyone paying a casual visit to the factory at Shaukiwan will readily realise that the Company would occupy a leading place in any competition, where beauty of design, skilful workmanship, sound materials, and careful selection were required and appreciated.

EASTERN RATTANS.

Rattan is indigenous to Java, Sumatra, Borneo, the Philippines and some parts of China, but there is only one sort of rattan that is considered of any value and it comes from Java, Sumatra and Borneo. The rattan from the Philippines is of poor quality and unsuited for factory purposes. It is true that a species of rattan which is particularly suitable for making into walking-sticks is found in the newest American colony, but that is about all that can be said about it. At least, there are no signs that a high-class rattan is to be got there. Even if it were, the Filipinos are said to be so lazy that they would not take the trouble to prepare it for the market, and that they would establish factories to deal with it on the spot is out of the question altogether. The rattan found in China grows mostly in the southern districts, but it also is of inferior quality.

JAVA RATTAN.

Java sends more rattan to Hongkong than Sumatra and Borneo put together. It is a firm, plastic and reliable cane, which can be worked up into any design. Borneo rattan is coming to the front also, but it will take a pretty long time before Borneo becomes anything like a serious rival to Java. The rattan from the Dutch colonies goes in the first instance to Singapore, which is the distributing centre. The rattan is a clinging plant, and it grows to an immense length. "You will scarcely believe it," remarked Mr. Keene, "but I have seen rattan 300 and 400 yards long." At which we expressed astonishment.

CHINESE RATTAN DEALERS.

The rattan used by the Harris-Keene Company are obtained from the Chinese dealers at Wanchai and West Point. When the rattan

arrives at Hongkong it is practically in the raw state. All sizes and lengths are jumbled together. The Chinese dealers select. Although he has been at the business for years, the Chinese trader clings to the antiquated methods of his forefathers, with the result that the sizing is done by the crudest methods. The rattan is pulled through steel plates in which holes have been bored and it is sized. Then it goes to the factory where it is again carefully sized, and the best pieces put on one side. So much for the rattan.

RAW LINEN FIBRE.

But since Mr. Harris came to Hongkong he has discovered a material which rivals, if it does not surpass, the ordinary rattan, and that is raw linen fibre. The fibre comes from the interior of China and is a good deal more expensive than rattan, but the beautiful results which are obtained from its use in the construction of chairs, and the better class of work, amply compensate for the extra cost. The raw linen fibre comes in the form of ropes no thicker than a piece of ordinary twine, and its durability is beyond question. More than that, it takes on such a beautiful gloss, and is so easily coloured for decorative purposes, that its use is a distinct gain to the realm of art furniture. What is the difference, it may be asked, between the linen fibre and rattan? Briefly it is this, that whereas ordinary rattan lends itself to only a few designs, the linen fibre can be worked into all sorts of picturesque patterns, on account of its extreme pliability.

A COMPARISON.

It has to be observed that the articles turned out at the Shaukiwan factory are rather more expensive than those sold by the Chinese dealer. And it may be asked; why should this be so? Take the long chair for example, which we all know and appreciate. The Chinese chair rests, as a rule, on eight legs, of which the middle four are of the same length. If the chair is wobbly, it is hardly to be wondered at. The braces are of bamboo, which is not the best material for distributing the strain. As a result, the braces lose their grip. The rattan strands give way and begin to unfurl, and finally the chair collapses. On the other hand, the long chairs made by the Harris-Keene Company, rest on four legs, placed at the top and bottom, and the frames are of Malacca cane. The braces are strongly made, and reinforced by side braces which distribute the strain evenly all over the chair, so that when the chair is finished it is as safe and firm as a rock, although it still retains its elasticity and comfort.

CUSTOMER AND DEALER.

"The finish on one of our chairs," said Mr. Keene, "costs more money than the native chair when it is completed." He tells a story about a purchaser who wanted a chair even before it was in what he calls its "finished state." Truth to tell the average purchaser might well think that the chair, even before it has been sanded and shellacked, and polished, and what not, was thoroughly well finished. At any rate this customer thought so. "I said to the purchaser," Mr. Keene remarked, "you can have the chair as it is if you like but I tell you it won't last 50 per cent. as long as a chair would in its finished state." The purchaser was not to be denied, and the chair was given up. What the ultimate fate of that chair was it would be interesting to hear.

DESIGNING THE CHAIRS.

When a chair has to be made, the design is first drawn by Mr. Keene who is what might be termed the business manager of the firm. The measurements are then prepared, and these are sent to the frame maker who is coached by Mr. Keene in the requirements. The Chinese foreman, who, of course, is a walking encyclopedia, says he understands the idea right down to the ground, but occasionally it happens that as a frame maker he is a little bit off the base, so Mr. Keene sets him right. The frame, then, is made, but it only serves as a model for other chairs of similar design. When the second frame is ready it goes to the weaver, who is equally certain that he knows all that is wanted. And he does as a rule, but we are all liable to make mistakes and the weaver is no exception to the general rule. When this second frame has been under the weaver's hands and is certified to be up to the requirements, it becomes a model for the weaver and remains in stock. So that it is not until the third frame is made and has passed through the hands of the weaver that it is on anything like a fair way to completion.

AT SHAUKIWAN.

The buildings of the Company at Shaukiwan are very extensive, but they have one fault. There are so many partition walls and staircases that a great deal of space is lost. The question has been under the consideration of the Company as to whether anything should be done to secure more accommodation, but nothing has yet been decided upon. There are two storeys above the ground floor and each is packed to its utmost capacity. When it is stated that the average number of men at work is 200, and the usual stock kept on the premises is something like 5,000 articles, some idea of the extent of the business done by the Company may be gained. And orders are flowing in so fast that it takes the Company all they can do to keep up with the demand. The character of the work turned out is best exemplified by the fact that although heavy duties have to be paid in many of the countries served by the Company before their goods can be landed, they are able to meet these charges and yet compete with local firms which are protected by tariff regulations.

SKELETON WORK.

In the frame making department, the skeleton chairs are built. The Malacca cane used in the frame is a great advance on the bamboo which is easily manipulated and can be nailed or screwed in a way impossible with bamboo. The bending process is interesting. A Chinaman takes up a roll of the leaves which form sugar baskets, and sticks it on a nail. He lights the roll and passes the Malacca cane over the flame, holding the cane in a wedged staff. By continually working the cane, he gets it into proper shape and when cooled the curve remains. Steam was tried at first, but it spoiled the wood and failed to retain the curve or crook which was intended. Then the Malacca cane goes through gelatine glue which fills the pores of the rattan and renders it impervious to the weather. It should be added that the nails used in the industry are all tinned so that they may not rust.

WEAVING.

From the frame maker's shop, the skeleton goes to the weaver. In the case of a rattan chair a great deal has to be done in order to give the chair a good appearance. Ordinary rattan is fairly good, and if that were allowed to remain, as it is in ordinary native-made chairs, the furze would be a regular harbour for bugs. But at the Shaukiwan factory, the chairs, after passing through the hands of the weaver, are taken to another room and hung on hooks which depend from the ceiling. A piece of cotton wool is then dipped in alcohol, lighted, and all the fringes are carefully burned out.

CHINESE CONSERVATISM.

In this connection, a rather interesting remark was made by Mr. Keene. He stated that when he first started, he invented a handy little instrument to hold the drying alcohol and he naturally thought that the Chinese work-

men would appreciate his thoughtfulness. Not a bit of it. They would have nothing to do with his invention. They had been accustomed to their own rough-and-ready methods and they intended to stick to them. He gave up his invention in despair and the workmen are happy in the knowledge that they are not dealing with any new-fangled notions. In other respects, also, the Chinese at Shaukiwan have shown their conservative ideas. Two machines, one for drilling and another for turning were brought out from America. They stand useless in the factory, because the workmen will have no "truck" with modernity. In fact, Mr. Keene gave up his suggestions in these respects in despair and the workmen are quite contented.

COLOURING THE FIBRE.

The rattan chair has to be "dipped" in big baths of gelatin to fill up the pores, and afterwards it is "painted" with shellac which gives the gloss. In the case of chairs made of raw linen fibre or sea grass, these are stained in another bath and afterwards painted the colour desired. Green seems to be the favourite and it certainly appears to suit the character of these chairs to a nicety.

GALA CHAIRS.

With regard to the completed article, Mr. Keene showed the prettiest variety of chairs all built from his own designs. There were chairs with rockers—which are of camphor wood—office chairs which came to pieces for cleaning purposes, travellers' chairs which folded up like a camp bed, chairs with leather seats that could be removed, and chairs with linen fibre seats stuffed with rattan shavings. Several chairs had the frame work painted with aluminium paint—Messrs. Carmichael and Clarke's patent—and they looked exceedingly handsome in the gala dress. It is proposed at some time in the future to manufacture hard wood chairs and machinery will be imported for that purpose. An ingenious design was that of two Chinese hats, inverted, made into a lady's workbasket.

IN AMERICA.

The Company are turning out rattan and fibre chairs at the rate of a thousand a month, although if it were absolutely necessary they could manage to produce two thousand, which is not bad for what may be called a comparatively new business. Mr. Harris is the travelling manager and he has just completed a very successful tour through the Southern States. His office is in Seattle, but he intends visiting at some time in the future to manufacture hard wood chairs and machinery will be imported for that purpose. An ingenious design was that of two Chinese hats, inverted, made into a lady's workbasket.

THE LATE REV. FATHER TORRES.

At the Roman Catholic Cathedral, "Glencely," a solemn requiem mass was celebrated this morning in memory of the late Rev. Father Torres. Rev. Father Gracia, vice-procurator, officiated, and was assisted by Rev. Father Augustin. The various Catholic institutions of the Colony were represented at the services; there were besides some French Fathers from Pokfulam. The church was as is usual on these solemn occasions, draped in black.

A contributor sends us the following appreciative reference to the deceased priest: By the death of the Rev. Father Torres, the well-known and much esteemed Procurator General for the Spanish Dominican Missions in the Far East, a gentleman beloved by all who knew him, has been removed from the community. He was born at St. Maria, in the province of Palencia, Spain, in the year 1846, and after going through a two years' course of philosophy in the Seminary of Toledo, he joined the army of the Great St. Dominic. In September, 1866, and in the Convent of Ocaña completed the second course of theology and was ordained deacon. In consequence of social and political disturbances then reigning in Spain, he chose to leave that country and seek shelter in a land beyond the sea—the Philippines—where he arrived in 1872. There, he was ordained priest on 21st September, 1873, and at the end of the year, he began his missionary labour at St. Isidor in Tuguegarao, a year later, he met with a most painful accident that resulted in the loss of his left arm. A mad dog appeared in the village causing considerable alarm among its inhabitants, three of whom were bitten with fatal results. Father Torres, who was ever ready to defend his flock, hastily seizing a rifle gave chase to the animal. The weapon, which had not been cleaned for some time and was otherwise out of repair, exploded on being fired causing the sad accident. The patience and fortitude exhibited in this trying circumstance, were the most prominent among the many sterling qualities which the deceased gentleman possessed. In October, 1876, he was appointed Vice-Procurator and sailed for Hongkong, where he discharged the important duties of that office till 1881, when he returned to Manila. During the succeeding five years he filled important offices of the Order so satisfactorily that he was chosen by his superiors to take over the high office of Procurator General of the Missions at Hongkong where he landed in 1886, and during the succeeding 18 years ending 1904, this venerable pioneer was ever to be seen piloting the financial barque entrusted to him through difficulties which, only those acquainted with Oriental, and especially Hongkong, life can adequately realise. For some months past he was confined to his bed, and on the 10th ult. he was advised to go to Manila for change. This, however, did not prove of any benefit, for shortly after his arrival, he breathed his last, surrounded by the sons of St. Dominic in a convent of the same order.

NAVAL BOXING.

AT KOWLOON.

Pressure on our space this evening does not permit of our printing in full the account of the second night's boxing at Kowloon. Following are brief results: Cameron v. Parker (concluded from the previous evening) terminated in a win for Parker. Light-weights (second round)—Clark, *Glory*, beat Beales, *Albion*. Parker, *Albion*, beat Wade, *the Hogan*. The fight was won on a foul given against Wade. Parker of the *Ocean* scratched to Gunns of the *Glory*. Middle-weights (first round)—Kidd, *Albion*, beat McCarthy, *Rambler*. Jordan, *Ocean*, beat Rose, *Glory*. Deverson of the *Glory*, a bye. Bantam weights (semi-final)—Pucksmith, *Tamar*, beat McDonald, *Albion*. Wilks of the *Glory*, a bye. Feather-weights (semi-final)—Francis, *Albion*, beat Lillie, *Glory*. Walker, *Suffley*, beat Eglington, *G. G.* Officers over lost 4 lbs.—Midshipman Kenworthy, *Glory*, beat Lieut. Gregory, *Whiting*. TO-NIGHT'S PROGRAMME. Following are the men remaining in for semi-final and final of competition: Heavy-weights: R. Gatehouse, P.O. 1st class, *Albion*, v. J. Lavis, P.O. 1st class, *Tamar*. Middle-weights: Pte. J. Kidd, *Albion*, A. Deverson, A.B. *Glory*, and H. Jordan, A.B. *Ocean*. There three men will draw, one having to box a bye. Light-weights: R. J. Clark, *Gym. Ins. Glory*, M. Parkin, A.B. *Albion*, and F. Cursen, P.O. 1st class, *Glory*. The above men to draw, one also boxing a bye. Feather-weights: R. Francis, A.B. *Albion*, v. A. Walker, A.B. *Suffley*. Bantam-weights: Pte. J. Pucksmith, *Tamar*, v. F. Wilks, A.B. *Glory*. To-night's boxing should be of a very interesting nature as all men are sure to do their very best. We have heard that it is the intention of the following men to challenge the winners in their respective weights: Halligan, A.B. *Vengeance* (Middle-weights); Terry Armstrong, A.B. *Vengeance* (Feather-weights); F. Wade, Ch. Yeb. Sig. *Hogan* (Light-weights); and Mickey Lacey, A.B. *Vengeance* (Bantam-weights).

14th inst. Last Saturday evening saw the final bouts to determine the results of the naval boxing competition, that have extended over three nights and interested so many persons. The spacious and most convenient hall housed a much larger attendance than on either of the previous evenings; those present comprising a great number of sailors and marines of the fleet, augmented by a considerable attendance from the Kowloon dockyard. There was no loss of time in getting to work, the business commencing with M. Parkin, A.B. of *Albion*, v. R. J. Clark, *Gym. Ins. of Glory*, who met in a semi-final bout for the light-weights. Parkin led with a left swing at the head and both men closed up to about exchanging blows, but a straight left to about effect. His opponent faced the music and retaliated smartly and well. It was noticed that they were doing their utmost to gain the points and at the same time trying to find the spot. The round closed with points looking pretty even, on the arrival of time for the second round, they went straight to work, and here again Parkin scored with a clever left swing and right upper cut and got away without a return. Clark endeavoured to make up for lost time and pressed hard. Both men fought their best until time was called when favours were slightly with Parkin. Round 3 found them up smiling and smart, and after a short preliminary spar Clark tried a straight left, which landed, but his upper cut failed and before he had properly recovered Parkin was sailing in left and right and, giving no time for the fighting. The judges found that Parkin won—a decision received with acclamations. Both men deservedly received heavy cheers on leaving the ring, as the match had proved a good boxing fight.

Next came the final at bantam-weight—F. Wilks, A.B. *Glory*, facing J. Pucksmith, *P. Tamar*. Wilks early evaded a liking for dodging to escape the evict, and danced away merrily from his opponent who had the advantage of a longer reach. But Pucksmith was not going to stand these movements long, and chasing his man over the ring and eventually got him into a corner, and punished him severely before he broke clear. Wilks attempted to stand, but had to give way to a rapid hail of blows. He, however, answered gamely, swung a vicious right on the head, and dodged under the arm. Wilks appreciated the call for him. When they again got together Pucksmith rushed in and dealt several heavy swings, dodging in turn but quickly returned to the encounter, and getting Wilks close to the ropes, he missed a half arm hook and nearly fell taking a few lively blows before he recovered himself. The audience seemed amused at Wilks' dancing, performance, and a number of laughs were occasionally seen. It was patent to all present that Wilks could not get a favourable decision. The third round found Wilks still running away, while Pucksmith was following quickly and giving all the punishment and receiving next to no returns. The decision was in favour of Pucksmith. The next two candidates for final fame, were: J. Kidd, Pte. *Albion*, v. A. Deverson, A.B. *Glory*, who contested in a semi-final for middle-weight honours. On time being called Deverson, who seemed the finer made man, took the offensive and went for his antagonist big licks. Kidd, using a very powerful left, delivered straight from the shoulder, kept him from getting too close. Both gave and received many hard knocks, but Deverson, failing to see why he should be so continually denied, kept up his rushing tactics and always received the straight jab on the nose or mouth. The second round opened with a feeler from Kidd, followed by a clip on the left ear, while his opponent was rushing in swing left and right and had a good deal of a brief spell. Again the straight left stopped Deverson's rush, although he could not evade going strong, ready straight arm, which kept jerking his head back with unfailing regularity. Deverson's pluck never failed him and, despite the punishment he received, he stuck to his man fighting hard all the round, which closed much in favour of Kidd. The third encounter opened with what Kidd must have thought a whirlwind attacking him, for Deverson, anxious to change the complexion of affairs, fairly rushed his man taking all that came his way with an unflinching front. But alas! he could not keep clear of Kidd's left hand, which although failing to knock out, piled up points to Kidd's benefit. Kidd landed a right arm clip and his opponent found the floor, remaining down to the count of nine. After another bright rally time was called and Kidd adjudged to be the winner. This had proved a very interesting point, and although Kidd was a lot better on points he received rather a big dose of gravel and had his right ear badly mauled. A bye was given to R. Francis, *Albion*, *Glory*, for the final in light-weights, in which J. Anderson helped him along. This bout called for no real slugging, but was a very clever exhibition of sparring, and both men kept busy. It was at any rate a pleasing change after all the hard fighting that had previously been witnessed.

Yet another bye followed to enable H. Jordan, A.B. *Ocean*, to compete in the final for middle-weights. F. Wade, Ch. Yeb. Sig. *Hogan*, took the ring and gave Jordan a good run for his money and made him lively in all his joints. Wade seems to be quite a favourite with the sailors and marines was shown by the applause with which he was greeted. Having now finished the two byes that were necessary for the continuation of the evening's sport, we settled down to more real hard business. Final Feather-weights: This combatants both in the form, were A. Walker, A.B. *Suffley*, v. R. Francis, A.B. *Albion*. Francis opened the ball by leading left and right, managing to get both home, but in trying to clear he received a tap on the face and a pretty upper cut on the ribs. Both settled down to the work and blows rained almost too quick to take the full significance of them, and the judges, if they marked all points, were very evenly divided. In the twelfth round Francis pressed him hard and seemed to have the best of the exchanges when the time arrived to go to corners. Both came up eager and willing for the second round, and fought fully engaged. Francis doing plenty of leading seemed to be making the most points. Walker, however,

got a heavy blow on his left jaw, and for a second Francis looked like going down. He managed to rally and went on nothing daunted. The fighting was mixed and going hard as time was called. The third round saw Francis going ahead and after one or two clinches Walker, changing tactics and form, put in some startling blows on the head and body of his adversary, who, thereupon, rushed in but failed in an endeavour to hook. He still kept Walker moving and made a lot of the running. The referee announced that Walker won—a decision received with different feelings by factions of the spectators. A great many were of opinion that the fight should have gone to Francis; at any rate it was a very near thing and both men fought well and pluckily.

Feather-weights: A. Eglington, *Glory*, v. J. Liddle, *Glory*, contested three rounds to decide for the third place. The first two rounds passed rather evenly, the referee pointed but to the well engaged that they must fight for it. His words took effect, for the third round warmed up considerably. Liddle got on to work in better form than the other two, so, according to the Ref., words, "won" on the third round as the other two were spent in sparring.

The Officer's final next took the attention of those present. Midshipman Kenworthy, R.N., repeated his success of Friday night by defeating Lieut. Cantrell, R.M.A. The midshipman, who has a style quite his own, continually rushed his man in a ducking position, but nevertheless was most effective in his fast punches, while the blows of the Lieut. of Marines passed harmlessly over the right shoulder. One or two good, stiff uppercuts would have changed their positions, but, alas! the Lieut. failed to think of the mode of receiving the attacks made against him, so the verdict was for the midshipman.

Final Light-weight: F. Cursen, *Glory*, v. M. Parkin, *Albion*, for the first place and cup presented by the Kowloon Dockyard officials. Cursen was in the better condition, owing to having only had a bye to box, while Parkin had in the earlier part of the evening had hard work to dispose of R. J. Clark. The men got together at once, and Cursen, being the fresher, made the running. Still, he was not allowed to have too much of his own way, Parkin contesting manfully every second of the time. The first round saw Cursen in much the better position, but he came up quickly and tried to open up matters, but could not make any headway against the attack. The round was fought out at a killing pace for Parkin who had to give way. On the third meeting Cursen continued advancing, but could not find the right place or Parkin must have gone down. Cursen was declared the winner.

The heavy-weights next took the boards, in the persons of R. Gatehouse, P.O. 1st class, *Albion*, and Bob Lavis, P.O. 1st class, *Tamar*. These being the only two entries at this weight, the men proceeded to take things pretty easy, through the three rounds, although both of them gave and received several unavoidable hard knocks. Nothing serious happened, during the encounter which resulted in the referee anticipating an apparent arrangement and awarding a draw.

Final Middle-weight: In this go H. Jordan, A.B. *Ocean*, having previously fought a bye met and vanquished J. Kidd, Pte. *Albion*, who was still feeling the effects of his contest with Deverson. Kidd's wonderful left-hand did not avail against the hurricane advances and vicious right hooks and swings of the comparatively fresh man he was up against, and although he fought bravely it was to no purpose. Jordan having only missed getting into the light weights by a pound or so nevertheless gained the best of the encounter.

Commander T. L. Shelford, R.N., in summing up the competition stated that every one present owed a debt of gratitude to the Dockyard officials for their kindness in lending the hall and also for the hearty way they had helped to make the arrangements necessary to bring it to a successful termination. A debt of gratitude was also due, he said, to the men for the way in which they had fought. That the fights had been fought with the accustomed fairness of service men no one could gainsay. In conclusion, he thanked the audience for the order and appreciation they had shown.

After the distribution of prizes by Mr. J. Lambert, Superintendent Engineer for Kowloon Dock Co., accompanied by a few well-chosen words to the lucky ones by the above Naval Officer the company dispersed thoroughly satisfied at the display they had witnessed.

A SUMMARY.

The following is a brief summary of the three days' competitions:—

FIRST NIGHT.

Bantam Weight Competition:—G. McDonald, *Albion*, defeated J. Ross, *Astrava*; F. Wilks, *Glory*, knocked out Whitehouse, *Glory*; T. Pucksmith, *Tamar*, knocked out J. Adams, *Glory*.

Feather Weight Competition:—A. Eglington, *Glory*, defeated W. Hekley, *Ocean*; A. Walker, *Suffley*, beat W. Gill, *Glory*; T. Liddle, *Glory*, beat W. Blake, *Astrava*; R. Francis, *Albion*, boxed a bye.

Light Weight Competition:—F. Parker, *Ocean*, defeated D. Cameron, *Albion*; R. J. Clark, *Glory*, defeated W. Lannford, *Ocean*; F. Cursen, *Glory*, beat D. Lovatt, *Suffley*; M. Parkin, *Albion*, beat J. O' Shea, *Ocean*; S. Beales, *Albion*, beat W. Huckle, *Ocean*; F. Wade, *Hogan*, boxed a bye.

SECOND NIGHT.

Semi-final Bantam Weights: J. Pucksmith, *Tamar*, defeated McDonald, *Albion*; F. Wilks, *Glory*, boxed a bye.

Semi-final feather-weight:—R. Francis, *Albion*, defeated J. Liddle, *Glory*; A. Walker, *Suffley*, beat A. Eglington, *Glory*.

Light-weight competition:—R. J. Clark, *Glory*, defeated S. Beales, *Albion*; M. Parkin, *Albion*, won on a foul from F. Wade, *Hogan*; F. Cursen, *Glory*, beat F. Parker, *Ocean*, giving up his chance.

Middle-weight competition:—J. Kidd, *Albion*, defeated J. McCarthy, *Rambler*; H. Jordan, *Ocean*, knocked out J. Rose, *Glory*; A. Deverson, *Glory*, boxed a bye.

A HONGKONG INNOVATION.

THE P. S. A. IN A QUANDRY.

13th inst. Comparatively few people in Hongkong realise the nature of the work which is being carried on under the name of the Pleasant Sunday Afternoon. The idea that some scheme should be put in force whereby the monotony of the average Sunday afternoon should be in some degree at least avoided, and that young men who found time hanging heavy on their hands, might have some place to attend where mental and spiritual entertainment should be provided, occurred to Mr. Percy H. Holyoak, vice-chairman of the P. S. A. Only a few weeks ago, the idea, which had commanded itself to several local clergymen, was put in force as the Pleasant Sunday Afternoon scheme. In England and Scotland, the P. S. A. is a recognised institution, and some of the best speakers in Britain readily give addresses when desired, while the soloists comprise all who are known in the musical world.

The idea seems to have come as a surprise packet to Hongkong. When it was announced by means of huge posters that Pleasant Sunday Afternoons for men would be given at the City Hall, a scanty audience composed mostly of the military and naval service turned up, and until yesterday the average attendance was about 40. Considering that several gentlemen who might be otherwise employed give their services gratuitously for the benefit of those who attend, this result was somewhat disappointing, and the Rev. C. H. Hickling said at much yesterday. The proceedings at the P. S. A. should be explained, are unexceptional, exceedingly simple, and edifying. There is a chairman who gives the address of the day generally dealing with interesting topics, while the service is brightened by the singing of hymns and solos.

After the usual service yesterday, the Rev. C. H. Hickling made an interesting statement regarding the progress of the P. S. A. and called upon the audience to resolve itself into a Committee with the object of considering the future of the Pleasant Sunday Afternoon scheme. Nearly all the audience remained behind.

The Rev. Mr. Hickling remarked that they had been wondering what should be done to push on the work of Christianity when it came as a flash of inspiration that they should start this P. S. A. These gatherings were strictly unsectarian and they were actuated solely by the spirit of brotherhood and mutual helpfulness. Referring then to the attendance at the meetings, he observed that during the past four Sundays the weather had been so cold that many people had doubtless been deterred from attending at the City Hall preferring the comforts of a roaring fire to the advantages of the P. S. A. Indeed, one soldier in a barrack-room which he had visited said bluntly and plain "Isn't it nicer to be near the fire on Sunday afternoon?" (laughter) of course, there was another side to the question. When the first came to the theatre with the object of deciding what room they should take, they found a brilliant audience flooding the theatre, and they thought that the use of the electric light would be unnecessary, so they thought the theatre would be the best place in which to hold the meetings. They got the use of it for \$50 a month, but the cost of the lighting, posters, coolies, etc., brought the total expenses up to nearly \$50 a month. The collections hitherto had amounted to about \$20 a month. That was the state of affairs at present. Several friends had offered subscriptions, but he had refused them on the ground that if the P. S. A. was to be a success at all it must be self-supporting. At present it was not self-supporting and he asked the audience to express their opinion on the subject. The question was whether these meetings were worth continuing; or whether it was better to remove into another place, one of the smaller rooms in the same building, for instance.

Continuing, the Rev. Mr. Hickling said he had asked several people what they thought might be against these meetings. The only reason he had received was that the meetings were too religious. "If they were made more entertaining," he was told, "more of a singing nature, they might get the place filled." He did not think, however, that any of those who came in to help would care to give up their time on a Sunday afternoon to a sing-song. There might be nothing wrong in it, but personally he thought he could use his time better, so he was not inclined to accept that suggestion in any way, to get numbers at the expense of spiritual profit.

He then asked all those present who thought these gatherings are calculated to do good and were likely to continue to do good to signify their opinion in the usual way, by a show of hands.

The meeting unanimously expressed their belief in the affirmative. Were they of opinion that the P. S. A. meetings should be continued?—The audience said "Yes" with no dissentient voice.

The Rev. Mr. Hickling said he was greatly encouraged by the result of that meeting. There had been 70 present at the P. S. A. which was a good augury for the future. In one town where the P. S. A. had been started they had an audience of 12 on the first day and 90 on the second and there were people who said "I told you so." But very soon they had 200 in attendance, so he did not mind if the attendance did seem rather low. With regard to the question of holding the meetings in the theatre or in a smaller room, he wanted their opinion on the subject.

Half the audience voted in favour of the theatre being retained, and about half in favour of removing to a smaller room.

A sailor cried—"It's a bit too cold in here." The Rev. Mr. Hickling replied that he had done all he could to keep the draughts off by shutting all the doors he could see, but it had to be remembered that the weather at present was exceedingly cold. Arrangements would be made at the next meeting to have these matters looked after. No doubt some of their friends would give their services.

OUR RACE COURSE.

PREPARING FOR THE RACES.

NATURAL BEAUTIFUL OF HAPPY VALLEY.

15th inst.
The preparations for the forthcoming race meeting under the auspices of the Hongkong Jockey Club are being pushed forward with the utmost despatch, and already most of the larger works in connection with the races are well on the way towards completion. In some respects the Hongkong Jockey Club races differ very materially from those of other places in the East. The greatest difference is, of course, found in the fact that it is an amateur meeting, where all are gentleman riders. Again, instead of having horses specially imported for the occasion, the hardy little Chinese pony is brought on the scene, and those who remember past race meetings in Hongkong will readily admit that if the race is not record-breaking, it is at all events wonderful, when the size and apparent stamina of the ponies are taken into consideration.

IN THE STRAITS.

In Singapore and the South generally the races are contested by specially trained Australian horses. Nowadays, the horse required to win a race in the Straits, even when the purse is but a trifle, will cost anything between \$1,000 and \$4,000. The result is that the races are in the hands of a fortunate few who have the money to spare for this "sport of kings," and the average man has only the questionable privilege of squandering his hard-earned shakels by means of a pari-mutuel. Then, the jockeys are all professional men, whose whole life is devoted to the training and riding of horses, from the immature griffins to the fully-fledged animals. Occasionally a wonder is produced, such as Eslington, for example, which carried off all the honours of the turf in the Straits, and the Malay States for a couple of years, and never knew defeat in a big race.

AMATEURS & PROFESSIONALS.

In Hongkong, on the other hand, the races being promoted by amateurs and limited to amateurs, there is the certainty that we shall see in the future the true spirit of the word. Without going into the merits of this much-exposed question, amateurs & professionals, it can be said that for those who enjoy sport for its own sake, amateurism has a charm which is not always to be found when professionalism is in the front. And the beauty of it all is that the commonest of common cows, owned by the humblest stable, has every chance of romping home a winner, for the simple reason that it will meet its own kind on the field, and not animals of a special strain which from their birth have been nurtured for the occasion.

AT HAPPY VALLEY.

But in another respect Hongkong is especially favoured, for at Happy Valley we have a natural race course. It may be that in some of the glens in the wilds of Australia, or in the heights of the Argentine, there is a rival to Happy Valley; but it is to be doubted. The view itself is a panorama, ever changing, ever beautiful. Enclosed on three sides by lofty hills, and with a view of the sea on the fourth, any of the verses which make up the song of "Killarney" might be applied to it were one in a poetic vein, but poetry and horse-racing are not exactly an agreeable couple.

A RACE COURSE FROM A SWAMP.

When it is remembered that Happy Valley was once a swamp, as foul and treacherous as any Irish bog, and that to-day it is one of the picture spots of Hongkong, the remarkable change will be appreciated. Where cricket and football are now played were the Hongkong gardens, but they have passed away, and like the flowers that bloom in the spring have nothing to do with the case. The swamp was drained, and now there are two courses, the inner course—a gravelly soil—being utilised by ordinary riders who wish a short canter; and the outer, which is of fine soft turf, almost as easy to the feet as English turf, for training and racing purposes.

PREPARING THE COURSE.

A visit to the course the other day showed how carefully the Jockey Club Stewards, with their indefatigable Clerk of the Course, are getting the outer course into condition for next week, and it also revealed a distinctly Eastern scene, which although it would amaze people at home is passed by here as of no account, because common. The iron rollers were being dragged by twenty-two persons, twenty of whom were women! The roller was not exceptionally huge, but even Chinese women have not all the strength in the world, and the way they hauled that roller along the track was a sight to see. The Chiamen, naturally, restrained from pulling the ropes; their duty as lords and masters was to encourage the weaker vessels by word and gesture, to whip up the flagging, and to cheer the weary.

THE PERMANENT BUILDINGS.

Up to the present time, the workmen engaged by the Hongkong Jockey Club Committee have been mainly concerned with the re-decoration of the permanent buildings—the Grand Stand, the stables, the enclosure, and the accommodation for the judge and stewards. A start was made last week with the erection of the extra stands, that for the Club Lusitan occupying the most prominent position, and as these are of the usual type adopted in Hongkong they should be ready for occupation in a few days. But, of course, a good deal remains to be done.

NEW STANDS ERECTED.

Starting from the north-western point, five large stands are in course of construction. Built up on slender poles, to the height of about twelve feet, the stands are firmly secured and roofed over with the usual matting. To the inexperienced eye, and to the stranger, the stands might seem to have a somewhat rickety and unstable appearance, but those who know what the Chinese can do in the way of building poles together and the wonderful elasticity and strength of their structures, will be quite confident of their security. There is no fear of an Ibrox Park affair at Happy Valley.

ACCOMMODATION FOR 7,000 PEOPLE.

Four of the stands, one of which is exceptionally large, should easily accommodate 4,000 people. There is another, rather smaller, next to the Grand Stand which appears to be set apart for special purposes, while at the far end of the stables there is a large erection which will be occupied by the Hongkong Hotel, and devoted also to other purposes. Altogether there are twenty sections, and it is roughly estimated that the entire circle of stands, including the Grand Stand itself and the owners' stands over the stables, should provide accommodation for 7,000 people. The hotel-pollis can spend their time and their money too, doubtless, in the centre of the course, or they may climb the neighbouring hills, and watch the races in comfort and peace. Indeed, it appears that a goodly number of people, whose nerves have already been shaken by the din of the Chinese New Year, prefer to enjoy the race meeting from some vantage ground on the hills, and to make a picnic of the event.

AT THE STABLES.

The stables are exceptionally roomy and well-arranged. The names of the owners who have up to date taken stalls are placed on the various stalls, but a good many stalls have yet to be taken up. The following is a list of the owners whose names are ticketed on the stalls, together with the number of stalls which they have declared it is their intention to occupy—

Mr. W. J. Gresson, 14 stalls;
Mr. H. N. Mody, 11 stalls;
Mr. T. F. Hough, 8 stalls;
Mr. H. P. White, 8 stalls;
Mr. Clarke, 2 stalls;
Mr. "Griffin," 1 stall;
Mr. Mackie, 1 stall;
Mr. K. Wibel, 5 stalls;
Mr. D. Macdonald, 4 stalls;
Mr. G. C. Moxon, 2 stalls;
Mr. John Jupp, 1 stall;
The Hongkong and Shanghai Bank, Junior Mess, 1 stall;
Mr. Britton, 1 stall;
Mr. C. H. Fottis, 4 stalls;
Mr. Kennedy, 8 stalls.

The facilities for allowing the horses to be led from the stables to the course are admirable. Each horse is led along a wide central passage to the rear of the Grand Stand, and a clear thoroughfare is afforded to the entrance of the course. The stables are well ventilated, and the sanitary arrangements are all that could be desired. The entire building has been re-painted and looks as bright as a new pin.

THE GRAND STAND.

The Grand Stand remains as it was before, with the exception that it has been re-painted and re-decorated. Even the weather-cock above the ornamental dome has been re-gilded. It has been remarked that if the weather-cock could point out what is to win as easily as it shows the direction of the wind there would be few people looking at the horses. The staircase and approaches have been painted and altogether the Grand Stand is a credit to the Hongkong Jockey Club. Indeed, there are few grand stands in the East which are equal to that at Happy Valley. At Singapore the members' stands are very bleak affairs, and so separated from one end to the other. Bangkok Sport-Club have a very elaborate building, but few would assert that it is equal to the range of buildings in Hongkong. At Shanghai extensive improvements are being made in respect of the buildings on the race course. Taken altogether, then, it may safely be maintained that Hongkong's Grand Stand and race building—to say nothing of the magnificent scenery around Happy Valley and the delightfully sheltered spot which the course occupies—are at present, at any rate, the best in the Far East, from whatever point of view they may be considered.

GENERAL REMARKS.

One feature, which should not be overlooked, is the excellent system of distance posts. The distances at which they are placed round the course are clearly shown in large figures, so that the jockey is not obliged to strain his eyes when a post looms in sight. More than that, the spectator who may stroll round the course to see the start of a short distance race has no difficulty in finding the whereabouts of the proposed start. To finish with the judge's box where all races finish, and the stewards' stand, where all race questions are settled, it has only to be said that these are placed in their old position directly in front of the Grand Stand. They have been painted a dull red, in keeping with the general colour tone of the buildings. There is no doubt that the Committee of the Club, or those responsible for the preliminary arrangements, have carried out their duties conscientiously and well. To Mr. T. F. Hough, the Clerk of the Course, every praise should be given for the able manner in which he has superintended these preparations which will best be appreciated when the races start next week.

SOLDIER'S FATAL FALL.

15th inst.
A sad occurrence took place on the 7th inst., whereby a private of the Royal West Kent lost his life. From the report subsequently made to the Police, it appears that Frederick Hicks, Private No. 143 of the above Regiment, obtained leave of absence until midnight on the night in question, and, with a companion, went out to spend the evening. At about 11.45 p.m. the two men returned to Murray Barracks, and after reporting themselves at the guard room, went to their quarters, deceased, according to his custom, lying down on a bench in the verandah of the second storey, just outside his room, and there, it is supposed, fell asleep. At about 1 a.m. on the 8th inst., the sentry heard the dull thud of a fallen body, and on going to the spot, discovered the deceased lying on the ground in a pool of blood. He was at once picked up and removed to the Military Hospital at Wellington Barracks, where, despite every care and attention possible to be shown him, he succumbed to his injuries at 10.30 a.m. on the 12th inst., the post mortem examination, which was held in the military hospital, disclosing the cause of death was contusion of the skull and internal hemorrhage. The funeral of deceased, who was but 25 years of age, and a promising young soldier, took place, with full military honours, at the Protestant Cemetery, at Happy Valley, on the 13th inst. No report was made to the Police until the time of making application for a burial permit, when the Coroner issued instructions for the usual police investigation. How the man fell is not known, but it is believed that getting up suddenly, half asleep, he fell over the verandah by over-balancing himself while standing up on the bench.

THE YOKOHAMA INSURANCE CASE.

A NATIONAL BANK OF CHINA CLAIM.

On the 31st ultimo in the Yokohama District Court, before Judge Nakaniishi, reports the claim for insurance money brought by the National Bank of China against the Equitable Life Insurance Company. It will be remembered that the defendants do not dispute the claim, but desire that the Court should give a decision as to whom the money is to be paid in order that they may not be held further responsible. The plaintiffs were represented by Mr. Sawada, and the defendants by Messrs. Masujima and Idozawa. Mr. Masujima, for the defence, said that according to Japanese law only the heir of the deceased person had the right of claiming the insurance money, and therefore the plaintiffs had no claim. Counsel for the plaintiffs said that as the insurance policy was issued in New York the matter should be viewed in the light of American law. The deceased had not assigned the insurance money to anyone, and hence it was proper that the person having the legal right to it should claim it.

It was announced that judgment would be given on the 4th inst. at 10 a.m.

ANOTHER FIRE.

14th inst.
Notwithstanding the fact that the Chinese New Year is, for the next twelve months at least, a thing of the past, we have another fire to record, in a Chinese tenement, as usual. "An alarm had just previously to this outbreak been turned in at the Central Station of a fire in Wellington Street, but that turned out to be a false alarm, as it was only a chimney which had, as frequently occurs, become aflame." The second alarm was more serious, and the Fire Brigade, under Chief Inspector Baker, immediately repaired to the scene of the conflagration, which was No. 59, Queen's Road West. There they found they had an easy task before them as Mr. P. Lenaghan, of the Western Hotel, had secured a "dispatch box," and with the assistance of two other Europeans had soon a good stream of water flowing on the burning building. Mr. Lenaghan was formerly a member of local Police Force and Fire Brigade, and his professional instincts were strong upon him, so much so indeed that, on the arrival of the firefighters proper, he was very loth to give up charge of the operations in extinguishing the flames, and continued nevertheless, to do his share in subduing the overture. The fire turned out not to be as very serious, as it was confined to the back of the upper storeys where it is supposed to have originated, the lower storey, a medicine shop, being left, with the whole of the front of the building, intact, though damaged by water. The damage was only estimated at a few hundred dollars, while the place was insured with Chinese for \$16,000. There is no doubt that to the prompt action of Mr. Lenaghan was mainly due the confining of the outbreak within such small limits, and the prevention of its spreading to the neighbouring houses. The actual cause of the outbreak is at present unknown, though it is believed to have originated in a kitchen at the back of the second storey. The matter, however, is under police investigation.

PROFESSOR JENKS AND MISSIONARIES.

SERMON BY THE REV. C. E. DARWENT.

We take the following from the North China Daily News of 8th inst.

On Sunday evening last the Rev. C. E. Darwent preached a sermon at the Union Church with reference to Professor Jenks' Memorandum on Missionaries. Mr. Darwent took for his text 1st John xiv. 26. "I am come a light into the world." He remarked that it was rather interesting to know what a man had to say about the vexed question of missions, and of course Professor Jenks wrote only from the political standpoint. His real opinions might be much more thoroughgoing. It was quite impossible to consider missions from a political standpoint. Were missions of Christ coming to China to ask if they could preach this to the land and ask the mandarins what would suit China, and cut their messages to suit the Government? Could missionaries be like timid rabbits looking over a field to see if there was any danger? That could not be done; all ministers of the Gospel had matching orders which they had to obey. Professor Jenks said that everyone must admit that missionaries did a considerable amount of good. That was very fair praise indeed. The writer went on to say that nevertheless missions created disturbances. Of course they did. What truth could be introduced into any country without creating a disturbance, when I ght came to disturb darkness? It could not be helped, it was a condition of progress. What, for instance, would we do without the hoe was applied to them. They would not like the disturbance, but nevertheless it had to be. The curious thing was that people had no objection to disturbances for secularism or railways, or to disturbances due to opposition to the old trading methods of China. The reminder of the preacher of certain vicars of a quiet country charge who received a letter from his Bishop asking him to a "quiet day." He replied, "My Lord we have plenty of quiet days down here; what we want in this parish is an earthquake." What China needed was a moral and spiritual earthquake. It wanted new life to burst the bonds of old superstitions, absurd customs, and false theories. "Ye must be born again." It was utterly useless for Governments and Consuls to object to disturbances of this kind.

Professor Jenks, writing on religion in China, said that missionaries were not to oppose Chinese religion just because it was Chinese religion. They did not do so. They opposed it because it was not true. The professor further said that if there were superstitions in the Chinese religion they could be got rid of and the pure gold would remain. To the preacher's mind this argument presented itself like this: there were two men who wanted some rice, and there was a great heap of rubbish with grains of rice scattered among tons of stuff. There was also a measure full of nothing but rice. What would be the use of someone selling one of these men to go and pick the grains out of the rubbish heap when there was a lot of it all together in the measure? Christ was the light of the world and included all truth. Why therefore should the Chinese be left to rake for truth in the mountain heaps of the rubbish of popular superstitions when the Truth was available? Were there no superstitions in the Chinese religion? What about the water god with the yellow body, eight hands eight feet, and eight eyes? What about the kitchen gods who went up the chimneys in such numbers at New Year time? What about popular Buddhism? It was all very well for Sir Edwin Arnold to give an account of an idealised Buddhism, but how did it work out as the popular Chinese religion? The stories of the births of Christ and Buddha should be compared. When Christ was born angels appeared and sang "Peace on earth, good will to men." That was worthy of the coming of Christ into the world. Buddha's mother, who he was born, saw an elephant with six trunks. The preacher went on to give other illustrations of Chinese superstitions, comparing them with the Gospel story, and showing that the search for truth among Chinese superstitions would be quite futile.

DISAPPEARANCE OF DALNY.

RESURRECTION OF TAIREN.

It is significant to learn from an official announcement that on and after the 11th inst. the name of Dalny will be wiped off the map of China and will be replaced by Tairen. This is the Japanese pronunciation of the Chinese name Talian, by which the place was known when held by the Japanese during the Japan-China War.—*Japan Chronicle*. RAILWAY FROM PORT ARTHUR TO DALNY. The railway communication between Port Arthur and Dalny has been restored by the Japanese and the line was opened to traffic on the 15th ult. That this was accomplished within two weeks of the Port Arthur terminus falling into hands of Japanese, reflects great credit upon the engineers attached to General Nogai's army. The length of the railway is 27 miles.—*Nagasaki Press*.

SWATOW.

ITS IMPROVEMENTS—AND WANT OF THEM.

II.

14th January.
In my former article I endeavoured to show that Swatow had improved by instituting a native police force and by repairing its band, and had reascended its sports. I then began to look at the adverse picture and point out the danger of hydrophobia from the innumerable diseased works that roam its streets. I shall—with your permission—touch upon other matters equally pregnant with importance which deserve the serious attention of any Western redie that can bring about a reform. Let me proceed.

I understand that the Customs Authorities constitute the harbour guard of the local government. They certainly cannot prevent the native boatmen from discharging all clothing directly the hot weather sets in. This does not refer to sampan men and their kin, but those that work for general purposes. They do not even wear a loin cloth. To add to this injury to common decency, not a classical study of beauty unadorned is to be found in the whole bunch. A Praxiteles or a Phidias would swoon if they beheld the anatomies presented to our eyesight. A doctor might be interested and instructed in tracing the corded veins and muscular tissues, he might even enjoy a professional revel in diagnosing the varieties of skin diseases, but it is the community in general I must think of. Steamers bring many women and children into the harbour, and I have the gentle sex dwelling amongst me. It causes an intuitive shudder to conceive that this spectacle of undress is literally paraded about upon the water of the port and no step taken to stop it, or if any step is taken, it is a very soulless one. Perhaps the women themselves may raise the question of the indignity they are put to, and for the sake of their children; but the wonder is that the missionaries are dormant. Why lose this opportunity of redeeming the natives from an uncouth custom without an ethical law to favour it? Why are they shutting their eyes tightly to a gross evil and allow it to pass year after year without bestirring themselves to overcome it? It is the severest and most tangible criticism upon their work of salvation that a port that has come under the influence of civilisation and their religions yet retains the mark of prehistoric ages or darkest savagery.

Next, it has been proved beyond controversy that rats are among the greatest disseminators of bubonic plague in the East. Incidentally I may mention that Dr. de Burgh Daly of Newchwang has shown me a beautiful collection of plague germs extracted from the vermin. Beautiful in the sense that the collection was complete and in various stages of propagation, under his care. This is conclusive that there is no faddism in regarding the plague of rats in Swatow as a public danger not to be trifled with. The place swarms with them and no drastic measures are taken to exterminate them. The rodents rush across the roads at night in numbers as great as their size. The belated stranger is at first bewildered and it gives him pause on his return from the Club. He tries to recall the label of the brand of whisky he has partaken of during the last game to billiards, in case he should be led astray in imbibing more from that bottle in future, but he soon discovers that the verminous crowd is a reality. A policy of self-defence asks the community for a wholesale destruction because they undermine all the godowns and cause the bund to sink into holes that become men-traps until repaired. The godowns are now a very groggy lot. They are maintained from collapsing in many places by shoxas reaching across the street at short intervals, and the sight is picturesque; but not as it should be. It reminds one of Hongkong without the elaboration that the Crown Colony puts into its strengthening struts when a building bulges. If the owners are indifferent about their valuable property it is not for me to complain, but it is a blot of another colour when the last of a fearful calamity like the bubonic plague is apt to break out at intervals in our midst. A case has occurred when the servants' quarters had to be reconstructed due to death from the plague. The dead rats found beneath the flooring told the whole story of the fatality.

Smells are a portion of a Chinese city, but I expect something better when Western people have the handling of sanitary matters or can bring pressure to bear when necessary. Coleridge, in his day, tells us that Cologne could boast of two and twenty stenchies, all well defined, and several stinks. We have the same here, where they should not be. In the settlement there is an open drain that runs from a remote part of Swatow along the road past the British Post Office and behind the Customs Examining Shed. I have not had the courage to trace the source of this conduit because the task would be too unpleasant. In hot weather there issues from it "the rankiest compound of villanous smells that ever offended nostril." Coolies use the sewer for general purposes and the flushing it gets from a high tide is in consequence of clearing it. I hope that the native police will repress the coolie, but the smell is ever with us. Any cold weather we get merely allays it. The white people—or anybody that is doomed by force of circumstances to dwell in the houses facing and almost immediately over the conduit—must needs have organisms to enable them to withstand the nauseous odours and concomitant germs. The suggestion made to culvert the drain is met by another suggestion that the property holders shall share the expense, and with this clash of mind with mind nothing is done to abate the nuisance. I trust that now the port is arousing into activity in its political economy that this disgrace will meet the attention it deserves and be abolished.

—N. C. D. News.

PORT ARTHUR REFUGEES AT SHANGHAI.

The stream of refugees from Port Arthur continues, and the passing of them on homeward proceeds but slowly in comparison. The hotels and boarding houses have been full, as we have said, for days, and the question of providing mere roof accommodation for these poor unfortunates is one of great difficulty. There has been, says the N. C. D. News of 9th inst., unceasing activity at the Russian Consulate and by others interested in Russian affairs in Shanghai, but the arrangements made have been far from meeting the demand for accommodation. We understand that great overtures have been made for several large godowns, but without success. Yesterday another batch of about 500 refugees was expected and to meet this further introad, the Russian authorities applied to the Municipal Council to help them out of the situation. The Council at once consented and placed the Riding School of the Light Horse at the disposal of the Russians. Police escorts were also offered to conduct the new comers to their temporary quarters. The Riding School, it may not be generally known, is a spacious matchless at the corner of North Homan and Range Roads. It is hardly an ideal residence in the cold weather, but while it affords little protection against the wind it at any rate keeps those inside dry. The refugees were to bring their own bedding and gloves and the Russian authorities have made arrangements for providing them with food.

The decision to allow the use of the school was come to so speedily that there was no time to notify members of the Mounted Infantry of what had been done, with the result that several of our gallant troopers, who turned up to drill yesterday afternoon, were considerably surprised to find their headquarters in temporary occupation of an invading army of Russians.

A representative of this paper visited the Riding School yesterday evening and found about seventy Russians in occupation. The Council had provided numbers of the long seats used in the Gardens and on the Bund, and these were placed back to back and boards arranged on top of them. A limited number of mattresses were also provided. The refugees found that the most comfortable way of making their beds was to take two of these seats, place them seat to seat and pile two or three mattresses into the space thus formed. Those who slept on the boards took good care to lie on two or three of the mattresses. A policeman was on guard. In a corner six or seven Russian soldiers were engaged in a game of cards. Fragments of leaves scattered round showed that sleepers had not retired superfluous. The refugees were quite orderly and quiet. Most of them went to sleep just as they were with boots, caps, and coats on. There were no stoves or other heating apparatus. The 500 expected in the afternoon seem to have got lost and the police escort which awaited them was, therefore, not required.

RELEASED NON-COMBATANTS AT KOBE.

A CONVERSATION WITH A RUSSIAN WAR CORRESPONDENT.

A couple of non-combatants from Port Arthur are now staying at the Hotel de Paris, Kobe, on their way back to Russia. One of these gentlemen, Mr. Koopchinsky, is a war correspondent and was at Port Arthur from the early days of the war. For the last seven months, however, he has had the misfortune to be a prisoner at Matsuyama. To a representative of the Kobe Herald who called on him at Hotel de Paris, Mr. Koopchinsky, who speaks French fluently, gave an extremely courteous reception. In reply to questions, he explained that he went to Port Arthur in the early spring of 1904. War Correspondent of the Zerkoff, a Russian journal, and also sent contributions to the well-known paper the Russ. He was like a contributor to the Novik Krai, the Port Arthur publication of which so much was heard during the siege. As, however, he was unable to get any communications through to his journals after April 25, he decided to attempt to escape from the besieged city and offered his services to General Stoessel for the conveyance of despatches to General Kuropatkin. The proposal was accepted, and Mr. Koopchinsky was instructed to put on a military uniform which he accordingly did. In the middle of July he set out in a junk for Inko, accompanied by a Russian officer. They encountered a favourable wind and for some time the venture seemed likely to be successful, but on July 21, when off Kinchau, they fell into the hands of the Japanese and were taken to Mikasa. Here they were closely examined as to their status and the objects of their voyage and Mr. Koopchinsky had to explain the reasons for his appearance in military costume. The Japanese officers by whom the investigation was conducted were very kind and courteous, and Mr. Koopchinsky could not sufficiently express his appreciation of the very good treatment he and his comrade received during the four or five days which they spent at Mikasa. They were then taken to Matsuyama, where Mr. Koopchinsky remained until his release a few days ago. Having some knowledge of medicine, he spent most of his time in the hospital, where he was able to do good service in helping with his sick and wounded countrymen. Asked as to the treatment received by the Russians, Mr. Koopchinsky paid a most frank and generous tribute to the efforts of the Japanese to provide for the welfare of their charges. He was, he said, convinced that the Japanese officials were doing their very utmost to make things as comfortable and pleasant as was practicable under the circumstances. "After all," he remarked, "one must remember that war is war and prison is prison, and that a certain amount of inconvenience must be expected." Life at Matsuyama was certainly rather dull, as there were few books or papers, and many of the prisoners suffered severely from lack of occupation, but the conditions were in no way more harassing than those of any prisoners of war must necessarily be. The Herald representative took the opportunity of reading to Mr. Koopchinsky the allegations of ill-treatment of the prisoners contained in a supposed letter from an officer at Matsuyama which was reproduced from St. Petersburg papers in our yesterday's issue. It will be remembered that this communication stated that the prisoners were treated with great severity, that even officers were sometimes flogged by the guards, and that the interpreters were very disobliging. Mr. Koopchinsky listened to these statements with evident surprise, and expressed great regret that such an account should be given of the state of affairs at Matsuyama. It was true, he said, that there had been a few cases of friction with the authorities. Some of the prisoners were impatient of restraint, and perhaps some of the Japanese officials were less courteous than others, but he was quite certain that there had been no general or intentional ill-treatment. "The Japanese tried to do all they could for us," he repeated more than once, in tones which left no doubt of his entire sincerity. Mr. Koopchinsky was then shown the accusation in the same letter to the effect that the Japanese were killing prisoners in order to prevent the number of Russians in confinement in this country being increased. To this assertion he gave no credence whatever. From all he had seen in fight he had witnessed from Russians and Japanese, and from all he had heard from others, he was thoroughly satisfied that the Japanese would not be guilty of such conduct. Asked as to whether he had ever known of any case in which the Japanese had killed prisoners in cold blood, he replied emphatically in the negative, nor was he aware of any instance of prisoners or wounded being barbarously treated. In the heat of conflict he had several times seen men killed after they had been wounded without any offer of quarter being made, but that had happened on the part of the Russians as well as the Japanese, and was intelligible to any one who knew the excitement and passion which prevailed when men were fighting hand to hand. "I am opposed to war," he remarked, "and I know that it is horrible to read of wounded and helpless men being killed, but when one has watched a fierce combat and has seen how these things occur, one can understand them and excuse them. It is a case in which to know all is to forgive all." Asked as to the impression he had formed of the Japanese troops, Mr. Koopchinsky spoke most warmly of the extreme courage they displayed. "They simply will not be denied. The infantry advance readily under the very heaviest fire, and no matter how many may fall, the advance continues without check. Even when only a few men are left, these still go forward, disdaining to lie down or take shelter. Then, when the first party has been destroyed, another advances to the attack, and after that has

been wiped out another takes its place, and after that come others, and others still. Like waves of the sea their lines pour forward one after the other until at last the position is theirs. That is the great strength of the Japanese army. No loss stops them. When one battalion has been destroyed another is always ready to advance in its place, and so it goes on until the attack has succeeded. I saw the battle of Nanshan and it was marvellous to see the way in which, line after line, the Japanese rushed up the hill under the deadliest fire. As I said before, it reminded me of waves dashing over a cliff." Mr. Koopchinsky expressed special admiration for the Japanese artillery, which was splendidly led and equipped. In reply to a question as to whether he anticipated at the time he left Port Arthur that the Japanese would be able to capture that fortress, he said that he was of opinion that they would not be able to take it. During the four months and more that he was at Port Arthur he had examined every part of the fortifications, and he came to the conclusion that the fortress would be able to resist for from one to two years or longer. He believed that the surrender was due to lack of ammunition for the heavy guns. Provisions had become very scarce, even horseflesh fetching ninety kopeck a pound, but he did not think that fact would in itself have necessitated the capitulation. When he left, in July, food was abundant, and it was very carefully apportioned by General Stoessel. He estimated that at the commencement of the siege the Garrison, not counting the sailors, numbered from 30,000 to 40,000. Mr. Koopchinsky did not care to venture on any prediction as to the course of the war, but he had no hesitation in saying that he believed when it was over the Russians and Japanese would shake hands and become very good friends. He is remaining in Kobe for a few days and will then proceed to Shanghai, whence he will return to his own country.

THE LATE MR. FREDERICK MANN.

Few men who have lived in Shanghai have been more remarkable than the late Frederick Mann, who died the other day. He was remarkable for his kindness of disposition. He was never known to have said an unkind word about any one, although he could be I think in his criticism to a man's face. This no doubt was the result of the remarkable career which was his, and from coming into contact with men of varied character in a country where it was advisable on occasion to remain silent.

Shanghai knows little of the life of a man who was so prominently associated with one of the most successful of Shanghai's industries. He served his time as a manufacturing chemist in England, where he married while still very young. The responsibilities of matrimony compelled him to seek the means of maintaining a comfortable home. It seemed to him in those days that Australia offered greater opportunities to an energetic man endowed with a natural gift for chemistry and its adaptation to the commercial necessities of the day. He accordingly migrated to that portion of the British empire, but at first, however, to find it the golden Eldorado depicted in the circular of emigration agents.

He was fond of relating to his friends some of the early experiences of his life in Australia, at a time when he found it a struggle, but nothing pleased him more than narrating how he used to turn an honest shilling by making boots for those who required them and how he travelled round taking photographs with the old wet collodion process. Later the demand of the gold fields and small industries for chemicals gave Mr. Mann his chance, and he rapidly made a name for himself, and also made a number of friends who supported him in many undertakings, especially when taking out patents connected with chemistry and chemical works.

Mr. Mann rose to a high pinnacle of fame in Australia as a brilliant chemist and one who was thoroughly versed in all branches of chemistry as applied to the arts and manufactures. In the early eighties he had made such a fortune out of his many patents as to enable him to retire home to England. While in Australia he was credited with being the inventor of dynamite, but not the patents, that good fortune fell to another.

He did not long enjoy the full fruits of his arduous labours and genius, as the Australian financial troubles of the early eighties enveloped him in their vortex. Mr. Mann had again to seek fortune, and he met in London Mr. Major of Great Bros., Shanghai, who said there was a major opening here for one of Mr. Mann's abilities. He accordingly decided to test the possibilities of Shanghai and arrived here about twenty years ago. Mr. Mann made the Acid Works of Shanghai one of the soundest Industries in the Settlements.

Besides his natural bent for chemistry, Mr. Mann was a born mechanic, his wonderful neatness of hand calling for laudatory comment on the part of those who were permitted to see specimens of his handicraft. Motors and motor boats fascinated him, and latterly he was as much known in connection with them as with the Acid Works.

Another side of Mr. Mann's life which directly appealed to Shanghai was his love for sport. He was very keen about yachting and was until recently a constant tracker of the paper in our local cross country hunts.

He was a man admired as a friend, and his passing away will remove another link binding the Shanghai of to-day with the Shanghai of long ago.—*Shanghai Times*.

JUNK RUN DOWN.

BY U. S. CRUISER.

The United States cruiser Cincinnati which arrived in this port from Chefoo last week, says the Manila Cables, of 8th inst. ran foul of a Chinese junk in the neighbourhood of Hongkong on her way out from here several weeks ago. The junk was standing out to sea, at night, with no lights displayed and the first warning those on board the cruiser had that any other vessel was near their path, was the crashing of timbers and the shudder that ran over the Cincinnati as she rammed her way into the ribs of the wrecked craft. The terror-stricken cries of thirty or forty Chinese, startled from sleep by the collision rang out in the darkness and the captain of the Cincinnati thought for a while that he was sending several hundred to the bottom. The boats were lowered at once and preparations to render assistance in event the luckless craft should sink were hastily made. Investigation revealed the fact that the junk had been cut nearly in two but her water tight bulkheads prevented her going to the bottom. The Cincinnati took the injured boat in tow and took her into port, where her master was given \$25.00 to cover a portion of the damage and the cruiser went on her way. The junk was entirely at fault, as she was found violating the rule that requires vessels to display lights at night and those on board her may be thankful that their folly and negligence did not cost them more dearly.

CHILDREN'S PARTY
AT GOVERNMENT HOUSE.

17th inst.
This afternoon the Governor (Sir Matthew Nathan) was "At Home" to his young friends, at Government House, when the happy, smiling faces lined up to greet his kindly host. His Excellency was assisted in the entertainment of the little ones, by Mrs. F. H. May, Mrs. Williams Hutton, Mrs. Gershom Stewart, Miss Noel, and Mrs. John Hastings. The hall room, with its approaches, had been tastefully decorated with flags, palms, and potted plants, elegantly arranged by Mr. J. Masters, of the Public Works Department, and Inspector Ritchie, stationed at Government House, and here the youngsters, after hearty welcome from His Excellency, played all sorts of indoor games until the tea-bell rang when, as a signal for them to be gone down to the supper room, where rows of tables had been very attractively laid out with all sorts of dainty things. Sounds of rejoicing and general merriment were to be heard on every side, while and after the cannonading of exploding balloons had ceased and the happy youngsters secured the quietest nap, the most interesting of the "Tom Smith's" party continued, they were led back to the "Theatre Royal" Government House, at the end of the ball room, and there were met by parrots and friends to the number of about 120. Then began the *piece de resistance* of the evening. After all had taken their seats, in gleeful anticipation of the "good show" in store for them, the curtain rose, and scenes from "Alice in Wonderland," and the fairy play "Prince Riquet, and the Princess Radiant," were very prettily acted by a bevy of dainty little maidens, in correct costumes, consisting of Miss Stella, Phoebe, Iris, and Dione May, Grella Bunn, Marjorie Berkeley, Nancy Playfair, Gerty and Betty Tomes, Aileen Hastings, Reira Bentick, Jean Roberts and Sylvia Rose, under the stage-manship of Miss John Hastings, who had also carefully and painstakingly instructed the juveniles in the histrionic art, which made the plays a complete success. After the curtain had fallen on the last scene, all the little "Fairies" came down from the stage, and after each had received a present from His Excellency, lined up behind a table loaded with gifts, which ran down one side of the room, and assisted, like a fairy godmother, to distribute the presents to the other children, until each one present had received a choice and suitable gift according to his or her age. These presents His Excellency had been carefully selected and sent out from England especially for this function, and a very dainty and choice selection it was, the articles being suitable for all tastes and ages, and as their bestowal had been most carefully pre-arranged, each child got "just the thing I wanted!" In the meantime chairs were removed, and then dancing commenced, the young trippers entering into the thing with great zest, and a most enjoyable party in full progress as we go to press. The music throughout the evening is being kindly provided by Miss Alice Berkeley, who untiringly presided at the piano all the afternoon.

A GRUESOME EXHIBIT
PRODUCED IN COURT.

13th inst.
This morning a strange tale was unfolded at the Magistracy, where Sergeant Appleton appeared to prosecute two men for causing grievous bodily harm, and attempting to rob by violence. It appears that Pang Ping was a creditor of the mistress of fishing boat No. 5968, to the extent of \$180, and on Saturday went on board to collect his debt. But the dame had not the wherewithal to liquidate her liability, and so Pang Ping announced his intention of "camping right there," till he got his money. He then proceeded to make himself quite comfortable, and at home, "chewing" his share of the dame's store, and sleeping the night on board. Yesterday morning, shortly after two o'clock, Pang was rudely awakened by two members of the crew, armed respectively with a hatchet and wooden bar. These men said he had much money with him which he must give to them. The boat was then under way in Deep Water Bay, proceeding to the fishing ground. Pang protested that he had no money with him, when the two men, without wasting any time in argument, proceeded to do him up generally. With the hatchet they laid open his right shoulder with a deep gash, and also his left arm, which was cut to the bone. Turning their attention to his face, they sliced off the half of his upper lip. The boat was then close to Yau-mai, and the mistress of the boat landed and reported the occurrence at the Yau-mai Police Station, and stated that she and another woman heard Pang crying out "save life," and they went and found Lo Po Sheng and Lo Li attacking him, and they pulled the men off. Sergeant Appleton then went to the boat with the women and arrested the men pointed out by them as Pang's assailants, while he had Pang removed to the Government Civil Hospital for treatment. As he was unable to attend Court to prosecute the case was remanded, pending the result of his injuries. The hatchet, the wooden bar, and the slice of the lip cut off with the hatchet, were all produced as evidence in support of the charges.

THE HOLLYWOOD ROAD
HOLOCAUST.

13th inst.
The further hearing of the charges of arson and murder against Chau Cheung and Tan Kok, in connection with the Hollywood Road fire, in which so many lives were lost, was resumed this afternoon before Mr. Gompertz at the Magistracy, when further evidence was given which included the testimony of Dr. Hunter who asserted that when he examined the bodies of three persons found charred in the debris of the fire they were not identified to him in the usual way. There were no relatives present but Inspector Gourlay was there, and gave their names as Chau Ching Chai, the woman, Wan Wai Hi, and Wan Wai Bing, the child.
The sergeant interpreter at the Central Police Station testified to the men making statements after their arrest. That of the first defendant was to the effect that the sleep on the counter in the house and at the night of the fire woke up and found fire in the room and he ran out of the house. He did not set fire to the house, and did not know that there were any kerosene tins in the shop that night. He always put out the lamps before he went to sleep. When he was woke up by the heat of the fire he went out into the street and called out "fire" and he was arrested, and taken to the station. The second defendant's statement was to the same effect, and he added that he was then wearing the same clothes as he wore on the night of the fire.
The prisoners were formally committed to take their trials at the next Criminal Sessions.

Quarantine restrictions are still in force against Shanghai owing to the prevalence of small-pox at that port.

HONGKONG VOLUNTEER
RESERVE ASSOCIATION.

INTERESTING LECTURE ON "FIRE TACTICS."

17th inst.
Under the auspices of the above Association, which now has about 100 members, a most interesting lecture on "Fire Tactics" was given in the City Hall last evening, by Lieutenant Fienness of the Royal West Kent, and followed with the closest attention by some fifty or sixty members of the Association who were present. Sir Henry S. Berkeley occupied the chair, and was supported by H. E. the Governor (Sir Matthew Nathan, K.C.M.G.), Hon. Mr. Gershom Stewart, Hon. L. A. W. Barnes-Lawrence, Rev. C. H. Hickling, Messrs. E. A. Hewitt, W. H. Trenchard Davis, H. H. J. Gompertz, J. I. Michael, A. Seth, Higby and many others.

The Chairman briefly introduced the Lecturer, who illustrated his most important points by capably drawn diagrams which he most lucidly explained.
FIRE TACTICS.
Lieutenant Fienness said: the subject of his lecture is one I have found great difficulty in dealing with, inasmuch as so many considerations are involved in the term "Fire Tactics." The expression itself is not definite. All tactics are fire tactics in a certain sense because tactics are generally understood to mean the manoeuvring of troops into positions from which their fire will have the maximum effect upon the enemy with the minimum of losses to themselves. Fire Tactics in a more restricted sense may be taken to mean the method of application of the different descriptions of fire to suit the varying phases and requirements of an engagement, offensive or defensive, as the case may be. In this sense I propose to try and deal with the subject. All manoeuvres in the presence of the enemy have but one end in view, namely, the acquisition of positions from which fire in greatest volume, and more accurately directed than the enemy's can be brought to bear. This end is attained by a variety of means, the most important of which are as follows:—Intelligent use of ground, mutual support, selection of objective, correct estimation of ranges, careful observation of fire, concentration of fire.

DESCRIPTION OF FIRE EMPLOYED.
I think the best plan is to consider each of these separately as far as possible, but before doing so I would mention that intelligent use of ground, mutual support, selection of objective, estimation of ranges, observation of fire, concentration of fire, description of fire employed, and ammunition supply, are chiefly the duties of the officers, but concern the section and squad leaders in a lesser degree as well. I have considered the subject from the point of view of a force attacking an enemy in position. The slight difference which exists on some points from a defender's point of view, I will, if time permits, deal with later. Intelligent use of ground is necessary because troops cannot be brought into the necessary positions to secure superiority of fire unless the conformation of the ground be carefully considered, all cover afforded must be utilized in order that losses may be minimized and the largest possible number of rifles be available for the final stages of the attack, and that the demoralization of units consequent upon heavy losses may be avoided. The use of ground is also of importance in concealing the movements of bodies of troops told off to flank the enemy, and to gain positions unseen from which covering can be employed. Mutual Support is, I need hardly say, essential to success. In "Infantry Training 1902," section 213, you will find the following:—"It will seldom be practicable to move over open ground within the limits of effective fire (i.e., 100 yards unless the advance of one part of the firing line is covered by the fire of the remainder) and in all cases when opportunity offers the advance should be aided by the fire of troops and machine guns specially told off for the purpose." "Combined Training" 1902 also tells us that—"The advance of an attacking force should always be covered by the fire of other troops, infantry as well as artillery. Not only must the commander make arrangements for the covering fire in his initial dispositions and also during the progress of an engagement, but leaders of all ranks down to squads and groups must endeavor to supply at all stages of the fight this all-important principle of mutual support. You will see by this what stress is laid upon combined action on the part of different units to attain one common end. To ensure this combination, constant watchfulness is required on the part of commanders of all ranks, as well as a perfect knowledge of the effects of fire and the powers of the weapon employed. The object of this covering fire is chiefly to demoralize the enemy, and spoil his aim at that portion of the force which is actually moving forward. In the majority of cases it will be found impossible to definitely locate a well concealed enemy until the shorter ranges are reached, consequently effect must be sought rather by showers of bullets falling on, and about his position, than by individual good shooting against a visible target. It is obvious therefore that the braver the fire the more likely it is to disconcert the defenders and spoil their aim. Fire used to cover troops advancing over open ground should be of great authority during the time the advancing troops are exposed to the fire of the defenders, the fire being changed to a slower rate or discontinued altogether on their reaching cover and opening fire themselves. This assistance by means of fire should be rendered by portions of the firing line to other portions of the same body as well as by the supports and reserves. This will demand considerable self-sacrifice from the troops rendering the assistance. Human nature demands that if Smith hits you in the eye, you should try and hit Smith instead of retaliating on Jones who is otherwise employed. Yet this is what has to be done when assisting another portion of the fire. The fire of the enemy directly in front must be disregarded, and fire brought to bear on that portion of the enemy's line which is most dangerous at the moment to the troops you are assisting. This description of support is of great value, as the fire is oblique and converging. Covering fire must be kept up by the reserve and supports if any one left until the assaulting troops are almost in the enemy's position; otherwise he might hit safely under cover of his fire and deliver a crushing fire the moment the covering fire ceases, (also may be directed over against supports).

SELECTION OF TARGET.
The best results from good combination cannot be obtained unless those, whose duty it is to direct the fire, recognise the proper target to fire at, at any particular moment in an engagement. As a broad rule, if there is a choice of which, at the moment, is of the greatest tactical importance, or that, which from its size and position, is likely to suffer the most from the fire. No hard and fast rule can be laid down, only careful observation of the enemy's movements and constant watchfulness for opportunities of rendering assistance to other bodies of troops, can guide the officers and N. C. O.'s in deciding which object is, at the moment, of the greatest importance. For fire to be effective it is necessary that the range of the object fired at should be fairly accurately known. This knowledge is obtained

in a variety of ways—by means of range finding instruments, by trial volleys, by maps and by estimation pure and simple. Range finding implements and maps cannot be easily used except at the commencement of an engagement; consequently ranges must be found by careful observation of fire. It must always be borne in mind that ineffective fire is worse than useless, because it encourages the enemy and disheartens the men who deliver it; and fire can only be effective when the range is known and some definite object pointed out to fire at.

CONCENTRATED FIRE.
The question of concentrated versus dispersed fire is one of great importance. Concentrated fire means, the fire of individuals and units, often widely separated, directed on one common object, such as the position of the enemy's position against which the decisive attack is to be pushed home or as I said before, some object which is, at the moment, of great tactical importance, such as an attack by cavalry on the flank or a general counter-attack. The object in fighting is of course the destruction of the opposing force. The more thoroughly this is done the quicker will the campaign be brought to a conclusion. The moral effect of losses in battle is in direct proportion to the space of time in which they are inflicted. Troops whose morale is high enough to stand a loss of 50 per cent. spread over several hours' fighting, will be utterly demoralized if that percentage of loss is inflicted on them in, say, 30 minutes. I will now try and show how concentrated fire assists in inflicting a high percentage of loss in a given time. To illustrate this point, I will quote from Colonel Smyth's "The Infantry Weapon" its use in War. "The Infantry Weapon" states the statement is correct that, under the conditions of firing an ordinary man will fire on the average 30 shots before he will hit an upright enemy at 300 yards. Such a statement presupposes that the enemy will stand still in the open long enough for the 30 rounds to be fired at him; but this would not happen as the enemy would get under cover as soon as possible; and so to overcome this inconvenient procedure on the part of the enemy we must make 30 men fire at once on the single foe in the hope that one or more of the 30 bullets will hit him. There are also other great advantages to be gained from this action, namely, that when the man fires 30 rounds at a single foe a very large proportion of his ammunition supply is expended and he has taken some time to do this, whereas when the 30 men fire together at the same man they have only expended one round each and have obtained the desired result at once. Fire is scattered indiscriminately along an enemy's position has little moral or material effect, but if it is concentrated on one or more objectives, the enemy's morale is shaken, and the question of moral effect is a very important one in war. Sudden and heavy losses inflicted on the threatening portions of his line is the sure way of weakening the defence, and these losses can only be inflicted by concentrated fire. The next heading, that of "description of fire employed," embraces the different rates of fire. Slow, Rapid and M. A. S. E., and also the description of fire with reference to the position of the firer and the object fired at, that is, whether frontal, oblique, enfilade, or reverse fire, also the nature of the fire whether Volleys or what is called "Independent." Volleys are seldom used except against Savages who fight in close order, and then only at the longer ranges, and for range finding purposes. The two great objections against volleys are, the impossibility of the fire unit commander making his men hear the words of command in these days of extended order formations, and the fact that the fire is not accurate, because the men have to fire on the word of command, whether they have obtained their aim or not. On the defensive it may however be possible to employ volleys because the men are when entrenched practically shoulder to shoulder, and consequently the words of command can be heard. Volleys have certain advantages—they admit of perfect control of fire, rapid change of objective and sighting, and of ammunition expenditure; but these advantages do not outweigh their disadvantages. The description of fire generally employed is what we call "Independent," a term which is rather misleading. Independent firing implies that each man is firing on his "own" without reference to any superior authority, choosing his own target, rate of fire and range. This of course is not the case. He is only independent with regard to the moment at which he pulls the trigger. The object to be fired at is pointed out by the leader, the range is given, and the rate of fire required is ordered. "Individual" would, I think, be a better term. The great advantage of the description of fire, that the firer is not obliged to press the trigger until the sights are obtained, consequently much greater accuracy is obtained than when firing volleys. With the present pattern Lee-Enfield Rifle, which has three rates of fire, viz, slow, which means very deliberate fire, say 3 and 4 shots per minute, rapid, which is the highest rate consistent with accuracy to be obtained from single loading, and magazine, which is the most rapid of all. A difference will exist when we receive the new Rifle, which is a charger-loading weapon and unprovided with a cut-off. The tactical employment of the different rates of fire is soon dealt with. Slow fire is the normal rate in the earlier stages of the attack and on all occasions when a crushing fire is not imperative. Its use is necessitated by the need of economizing ammunition and of obtaining accuracy of fire at long ranges. Rapid fire must be used to cover the advance of troops at the shorter ranges over open ground, against that portion of the enemy's position it is intended to assault, to repel counter-attacks, cavalry charges, and against good targets which are only in view for a short time. In the final stages of the attack it is employed with the utmost intensity to prepare for the actual assault with the bayonet. Magazine fire should rarely be employed except in cases of great necessity. The ten cartridges in the magazine of the present Rifle are intended to be a last reserve and should be kept until their use is imperative. Troops who have successfully assaulted a line of trenches may find themselves suddenly counter-attacked, and if their magazines are empty they may lose the advantage they have won. Briefly then, slow fire is the rate now used in the earlier stages of a fight, when accuracy rather than intensity is desired. Rapid fire where the great accuracy is required, and magazine fire should only be used if absolutely necessary when the highest possible intensity of fire is needed in the shortest possible time. The description of fire with reference to the relative positions of firer and target is very important. The development of enfilade fire against that portion of the position to be assaulted is the ideal which should always be striven for. Enfilade fire means fire directed, along the enemy's line from a point in prolongation of it, and is particularly effective, as concentration of fire is aided by the concentration of the target; also the defenders' defences are useless if they no longer protect him from the hostile bullets. Oblique fire is when the line of fire is inclined to the front of the target and is only less effective than enfilade fire. Reserve fire is, of course, fire directed against the rear of a position, while frontal fire is the least effective of all, when the line of fire is perpendicular to the front of the target. The important thing to remember is, to seize every opportunity of

bringing oblique and enfilade fire to bear on the enemy.
At the close of the lecture, the gallant young officer was long and loudly applauded.

The Chairman said—Your Excellency, Gentlemen—I know we shall all accord to the lecturer a very hearty vote of thanks for the most capable and interesting lecture just delivered to us. As he has said, Sir—and no one is more capable than yourself of knowing the truth of what he said—the subject he has dealt with is a very complex and difficult one. He seems to me to have a thorough knowledge of that which he has undertaken to do, and in the lecture he delivered he has shown that he has bestowed considerable care on what he laid before us for our instruction. One or two of his remarks were most particularly interesting to me as a member of this Association, formed by yourself for the purpose of standing up in case of need to assist those who will in the first instance be brought into the firing line. He has shown us that the firing line must depend altogether upon the assistance which can be given to it by those in support and in reserve. Should the time ever come when our services will be needed, they will be in the reserve, and I feel sure when that time does come, we will be found to be effective supports to those in the firing line. In another direction—I make the suggestion most usefully employed—I make the suggestion for Your Excellency's professional consideration—that is with respect to the question of Maxim gun rapid firing. It seems to me we are a body out of which a machine section could be formed. They say a field gun does not require any great physical exertion, so we, as veterans, should not have much difficulty in that direction (laughter). It requires coolness, calmness and judgment, which comes from old age, and as to accuracy of vision, that we will soon prove to the world at large we still possess. After we have had a little practice with the new rifle, with which Your Excellency is so kindly furnished us, and become proficient shots, as we will become, it would not be safe for a general or any of the enemy's officers to bring themselves within our range. This one point is certainly clear regarding Your Excellency's reserves. I beg to move a hearty vote of thanks to the lecturer, also to His Excellency the Governor for arranging the lecture.

The votes having been unanimously accorded, and acknowledged, the meeting terminated.

HONGKONG PHILHARMONIC
SOCIETY.

OPENING CONCERT.

17th inst.
The first concert, in connection with the newly formed Philharmonic Society, took place last evening at the Theatre Royal, when H. E. the Governor (Sir Matthew Nathan) was present at what proved a most successful beginning to what we hope will prove a prosperous Society. It is to be regretted that the attendance was not greater, but there was no lack of enthusiasm, and the various items of a carefully arranged, and even ambitious programme, were followed with the keenest delight. The chorus numbering upwards of sixty performers and including the pick of the Hongkong vocal world, aided by an equally well selected orchestra, ably directed by Mr. A. G. Ward, should in itself have been amply sufficient to have ensured a crowded audience, and we can only put the paucity of auditors down to the fact that the community in general were in ignorance of the great musical treat to be offered. The first part of the programme was of a miscellaneous character. The principal attraction was the rendering of the delicious "Gypsy Suite," the concert opening with the two movements "Valse" and "Mazurka," and "Allegro di Brava" whilst the "Menuetto" and the "Tannhauser" closed the first part. The orchestra proved itself quite equal to a really masterly presentation of the four difficult, ever-varying themes, and elicited the loudest plaudits. Miss K. Brown made her appearance as a violinist and evinced the possession of really remarkable talent by her playing of Gade's somewhat lengthy and difficult "Capriccio," whilst Mrs. Powell contributed to the pianoforte Chopin's "Ballade in A flat," with exquisite taste and feeling was obliged to appear again, when she gave a dainty *motet* with infinite charm. There were only two solo vocalists, Surgeon Ross, R.N., and Mrs. Maltland, both of whom were in excellent voice and sang their respective numbers Cavatina from Gounod's "Faust," and Allister's new song "A Song of Thanksgiving" in the very best of taste. The second part was devoted to the rendering of Dr. Villiers Stanford's musical setting of Tennyson's famous ballad "The Revenge," the lyrics and exceptionally well balanced chorus performing the cantata to almost perfection. We can only hope that the next concert given by the Society will meet with a greater measure of public support.

MR. D. R. LAW.

OF MEMBERS BUTTERFIELD AND SWIRE.

Mr. Law, one of the head bores in the Hongkong office of the China Navigation Co., was a through passenger by the south-bound steamer *Chingta*. He is taking a tour through Australia ports and is bound there to South Africa, where his company is said to be building up a big connection consequent on their recent contract for shipping some thousands of Chinese for the Johannesburg Mines. Mr. Law, says a Port Darwin paper, is described by a resident who met him as he was passing through, as being a keen business man "with an intellect like the trunk of an elephant—capable of picking up and retaining the smallest detail, or of grasping the heaviest and most intricate subject." If this definition be correct, Mr. Law is evidently what the Yankees would term a "cutie," and his present trip through Australia ports is probably being taken with an astute eye to future operations by his company Australiawards. He states that his Company is now building an immense dock in Hongkong, estimated to cost some two millions sterling. It is being built in accordance with British Admiralty regulations and is presumably intended to accommodate the war vessels of British or any other nationality, as well as more peaceful type of craft.

A SHOCKING disaster occurred on Monday, 6th inst., says the *Foohoo Daily Phe*, by the sudden bursting of a boiler on the native-owned steam-launch *Ying Mo* which runs between Yung Mun and Nantall. The number of serious injuries is roughly estimated as at least twenty-eight, all of which were taken immediately to the Native Hospital for treatment. Thirteen cases have, we hear, proved fatal. Pending further inquiries as to the cause, we can only remark that from the outward appearance of several similar launches one might readily expect repetitions of such occurrences. If they are so they are overcrowded.

"THE LAND OF THE SETTING
SUN."

ITS PEOPLE, CUSTOMS AND TRAGEDIES.

17th inst.
At the Union Church Literary Club last evening, Mr. P. H. Holyoak delivered a de-lightfully interesting and most instructive lecture on "Morocco: its people, customs, and tragedies." He illustrated his subject with a number of beautiful limelight views. Having briefly dealt with the geographical situation of the country whose name, he said, signifies "The extreme West, or The land of the setting Sun," Mr. Holyoak took his audience on an imaginative tour through some of the principal towns of this strange and little known country. Entering El Arich on a market day one found plenty to interest and to amuse. As though in vivid contrast to the pictures of the narrow and crooked lanes which pass for streets, strewn with offal and thick with dust, through which they had come up from the steamers, we hear almost with relief, he said, the discordant yells of Arabs, Moors, and Negroes—the braying of mules, the grunting of camels, the neighing of horses and the bleating of sheep. It is market day, and the natives from the neighbouring villages have come into Dardiche, as trading steamers know it, to dispose of their varied wares. We notice with mingled interest and disgust, a butcher auctioning his wares, which are so completely covered with innumerable flies, that it is difficult to discern what lies beneath. Upon inquiry we learn it is camel meat and as camel is destroyed for food until too diseased for work, the prospect of such food is not enticing. Having referred to other kinds of food offered for sale by the butcher, the lecturer proceeded to describe the goods sold by shoemakers, the "fearful and wonderful" dishes of sweets to be seen in the market and the numerous and varied wares being sold by others dealers "all of whom offered their goods in so boisterous a manner, that a timid person might well be excused if he thought they wished to murder him, instead of sell him their wares." Indeed, in this country, he explained, one sees frequent instances of how men will all but say each other for a silver coin, worth less than a threepenny bit, and the bestial of "blackheads" upon one of the many beggars who pester you to death, more often than not provoke a conflict which ends in tragedy. Mr. Holyoak then described the native snake-charmers, the gamblers at the roulette tables, and many other interesting scenes in Moorish life and after taking his audience by the Sultan's Palace travelled further inland to Rebar, a town of white towers and gleaming minarets rising from the hillsides into a pure blue Mediterranean sky. There was much of interest that he had to relate concerning this and many other towns which we regret being unable to give in these few brief extracts from his lecture. Referring to the slave auctions which take place in almost every town of any size in the land, he said that, "originally coming from central Africa, most of them from Timbuctoo, forty days' journey across the blistering waves of inland sea of sand, with its eternal stretch of depression wastes, reaching on and on, past horizon after horizon, with but few oases between, which few Europeans could cross and live, whither as it is with the bleaching remains of even the children and the desert themselves, the miserable victims of that far-off raid, march, yoked neck to neck and manacled together—a living chain of misery, some to fall by the wayside, happy if they do, others to be ruthlessly sold to the highest bidder as the final goal. Of their awful sufferings during their terrible journey, who shall adequately speak?" Mr. Holyoak saw one of these auction sales and described it to his audience last evening. A middle aged woman sold for the equivalent of £7. 10/-, a child of tender years fetched £3, and a girl of 13, a pretty dark-eyed damsel with graceful figure brought £15. From this scene of tragedy the lecturer passed to the interior of a Moorish prison where many forms of torture are practiced amid surroundings of the most harrowing description, and thence to the corridors of the cloth bazaars, on through the tortuous windings of the pottery streets, and past the great Mosque, whence come the murmurs of the praying believers, who in the frenzy of a wild religious exaltation, implore, with bated breath the mercy of the Most High. On passing through the Soho, a man tall and bony is seen squatting playing on a *tom-tom* and a reed instrument, while others, emaciated and cunning, are chanting in hollow voices, which sometimes rise to a piercing whistle. Suddenly the man kneels down and plunging his hand into a basket, withdraws it with a cobra in his hand, which he waves in the air. The serpent twists round his arm and the crowd recoils as he walks past. The cobra coils all over the man, who finally seizes its tail in his mouth, infuriating the animal which again and again fiercely attacks him, till the blood flows freely from the wounds. Replacing the cobra the man takes from another basket a large python, and allows it to entangle him with its ponderous coils, while he dances in frenzied fashion until he finally falls insensible, the man and the serpent hideous mixed mass while the delighted crowd shoves coins at his feet. Ten days travelling through for the most part uninteresting country, save for distant glimpses of the Atlas Mountains 13,000 feet high, the exploration of which has been prevented by the lawlessness of the chief inhabiting them, these mountains alone, he said, are worth the journey to Morocco to see. Morocco cannot be described, it must be seen. More ghosts should stalk and more mysteries lurk within its walls than the mind of man can conceive. It is a city of gardens, palm groves, and fruit arbours. Beyond the wall which surrounds it, and on which heads are nailed after rebellions have been quenched there is a land of little shops, where the streets are roofed in overhead with vines, bamboos or matings, and here is a tumultuous multitude of whom no census has ever been taken. It is a transformation scene—a weird dream. One huge watch-tower rising to the sky stands in a vast empty space close to the Great Mosque, and the footstep of man is almost unheeded, for few people pass this way. The reign of the lower life is said to have been brought from Constantinople, Morocco is African to the core (Faz. Teyton, Tangier have Spanish blood in them). It is a city of the people, and boasts no aristocracy. Its colours, its air-steeped with mystery, its curiously unknowable people, its concealed woman, its mad fanaticism, its magnificent stoicism all make their mark upon the English mind and call him back to visit it again when other places are forgotten. Another chain has been forged which binds certain places and countries to a soul, and no link can be broken since unseen possessions, such as they, are among those things which no power can strip can touch, and which can neither be given nor taken away.

A vote of thanks terminated the proceedings, and we understand that the Talkoo F. C. has entered a protest against the Naval Yard who, it is alleged, have been playing on ineligible grounds. A meeting of the N. Y. S. S. Committee will take place on Wednesday at 5.30 p.m. to consider the protest.

A CANDID THIRK.

11th inst.
Yesterday morning a Chinese detective was patrolling the road at Yau-mai, when lying by the side of the thoroughfare, below a bamboo fence, he saw a big bundle which he discovered contained several dozen new table knives. The detective immediately hid himself in the vicinity to await developments. Nor had he long to wait, for in a very short time a launch came along, and from it landed a coolie who went straight to where the parcel lay, and was proceeding to remove it to the launch when the detective stepped up, and asked him where he got all those knives from, and to account for his actions. "I stole them from a steamer," said the man, "but another man has a lot more, and I will take you to him." The detective and his charge then proceeded up the street to a house in which the coolie pointed out a parcel containing some twenty dozen table-knives, and the man who had received them from him. The receiver was then also arrested, and the pair of them placed before Mr. J. H. Kemp, at the Magistracy this morning, charged respectively with the theft of the knives, and receiving stolen goods. They were convicted and fined \$100 each, or three months' hard labour. The goods were discovered to have been stolen from the s.s. *Glenford*, which has now left the harbour, and they now await proof of ownership.

THE IMPEACHMENT OF
STOESSSEL.

It shows how little intercourse there is between Shanghai people and the many Russian officers, naval and military, now waiting here for steamers to take them home, that we do not get more detailed accounts of what has been going on inside Port Arthur. What Stoessel did that Dr. Morrison's telegram has not met with an indignant denial, yet remains a mystery. But it appears that long before Stoessel reaches Russia a telegram will have arrived there from the combined force of Russian Admirals and Generals in the East protesting against his conduct and demanding an inquiry into it. The truth must come out, men say, the fortress ought not to have yielded for two months, although it was not ready for war when the siege commenced and for that also General Stoessel must be held responsible.

He it was, who sent away the Third Division, the best troops there, with the idea of himself commanding them, knowing that General Smirnov had been appointed to take his place. Then it seems the Czar vacillated and, having sent Smirnov there to take the principal command, in the end allowed Stoessel to retain in. Figures of ladies people murmur as with ourselves in the Boer war, Smirnov set to work at once on very considerable works for pulling the fortress into a position to defend itself. And Stoessel? Stoessel, we are told, made his speech about the sea, on one side, and the enemy on the other, and no possibility of escape—a speech that seems to have especially inspired with disgust his Russian lieutenants.

One infamy it is evident that Stoessel did not commit, he was not bribed with foreign gold to connive at his country's degradation, for not even in the hot indignation of the present moment is this hinted at. But he neglected what he should have done; even in his jealousy of others is accused of having purposely done things that must result to his country's disadvantage.

A great deal must be allowed for the angry feelings of men who do not know they have been overcome. But have remains the telegram sent by the United Generals and Admirals to the Czar. It is impossible to help wondering in what position the Czar himself is, when he receives it. Possibly Stoessel never will be punished. But hanging is what the Russians lingering in Shanghai seem to think would alone meet the case.

Yet the pictures brought out of the havoc and desolation wrought in Port Arthur by the 11-inch shells make one wonder are not these troubled words of men, who have endured much, and who feel unable to endure more, Was it really possible for the fortress so stormed to resist? And had it not been surrendered might not a holocaust as well have been made of the thousands upon thousands of wounded? It is terrible to see the pictures of them, men with their faces swollen like huge bladders by burning, men with a leg gone, and an arm a confused mass; one, an officer, who had already been wounded three times, dying of his fourth wound. And all the men with staring eyes, as if demanding fiercely, "I had but one life. Who—what had the right to transform my one life into this misery? No to be maimed—mutilated—all the rest of my days—and I so young, and so strong?"

Surely, wars must cease soon for want of men ready to serve as food for powder. If only those politicians, who make the mistakes that cause war, could be set to fight it out! But now there are so many poor men who cannot help themselves. "I thought war was horrible before I ever saw it," says one man. "And now? And now that I have seen it I know it is far more horrible than I ever fancied—oh! but far! One mystery still remains; how it should be possible for any fighting man to issue such a last order as that alleged to be General Stoessel's of Jan. and, translated in the *Chefoo Daily News* of 23rd Jan. Surely never before has a General issued such a lengthy order.

"The nations, even in September, were astonished that we were able to hold out without support from the outside world. It is an exceptional record." "Only you glorious soldiers of the Czar, could have so endured! And again "An army more than a hundred thousand strong has been dashed and crushed against your breast."

If this lengthy document be really General Stoessel's last order, to Russian Generals also ought to be applied the limitation that it was once wittily suggested should be enforced upon all English Generals, namely, never to make a speech. "Up guards, and at them!" being quite enough for a General to say. Happily we do not hear of that skilful strategist but ill-starred General Kuropatkin making any long speeches.

But one short speech will probably remain on history's page. When the Japanese officials were bowing before General Smirnov at the railway station taking leave, and politely begging him to step into the same compartment in which General Stoessel was travelling, there rang out clear and distinct for every one standing round to hear the curt reply, "I have nothing to do with that General," and Smirnov, who had worked day and night upon the ramparts stepped in with the common file who had done their duty, men smarting under the recollection that the first initiation they had received of the to them incredible surrender had been when a week before they had heard that Madame Stoessel was packing her trunks. Does not Mr. Maurice Hewlett tell us that it is little touches like this that make history vivid. We can see the great, big General Stoessel with his foolish, unblinking countenance sitting comfortably in the special compartment, and the equally tall and fair, but spare, wary faced General Smirnov erect though crowded among his brothers in arms in another. A meeting of the N. Y. S. S. Committee will take place on Wednesday at 5.30 p.m. to consider the protest.

The 24th December. The *Shunten* is a two-decked, steel, screw steamer, of 2,732 tons, net register and was built and engine by the Scott's Shipbuilding and Engineering Co., Ltd., of Greenock. The principal dimensions are: length, 267 feet; breadth, 40 feet; and depth, 17 feet. Her forecastle deck is 34 feet in length and the bridge deck 50 feet. She is fitted with triple expansion, surface condensing engines, with cylinders 21 in., 34 in., and 56 in. in diameter, by 39 in. stroke.

INCIDENT ON "PIRO."

According to Manilla exchanges of 8th inst., a Japanese steamer passenger on the steamship *Piro*, who was being detained on that vessel owing to a very infectious eye disease called trachoma, escaped from the ship. The medical officers are careful in regard to admitting immigrants suffering from this disease to the country, and this man was to be returned to Japan. The only trace of him which could be found was a line over the port side of the ship, indicating the method of his escape. It is supposed that some of his friends ashore knew of his detention and sent a banca out for him or engaged the services of some Japanese fisherman. There is a heavy penalty for allowing detained passengers to land, and although Captain Ronger took the usual precautions in the case, he is liable to be fined \$1,200 as a result of the man's escape.

DISLOYAL CONTRABAND CARRIERS.

The masters of foreign steamers captured by the Japanese are reported to have said that they entered into agreement with their Russian employers by which each vessel received \$40,000 for its services, \$20,000 at the port of departure and the balance at Vladivostok. There are many stories current of the disloyalty the Russians are being treated by as they employ to carry contraband to Vladivostok. It will be remembered that several steamers have been captured on the Tushima Straits on their way to Vladivostok. To the landmen nothing appears more certain than that steamers should be captured when passing through these straits, but it is alleged that captains carrying contraband desire nothing more than fall into the hands of the Japanese. It is asserted, says the *Japan Chronicle*, that from the captain down the crew have received handsome "consideration" from the Russian agent at Shanghai, and the agent having already placed in the bank a sum which easily covers the steamer's value the mercenaries have nothing to lose by steering into Tasho instead of Vladivostok. Probably the stories are baseless, but it is certainly remarkable that so many vessels laden with contraband have chosen to pass through the Tushima Straits.

DISABLED STEAMER

TOWED 200 MILES TO HONGKONG.

A rather exciting adventure befell the steamship *Merionethshire* this morning. The weather was very bad, and when a vessel was discovered flying signal of distress, it was thought that no means could be employed to render assistance. It turned out that the vessel was the steamship *Oscar II*, of Bergen, whose main shaft had broken. The officers of the *Merionethshire* tried to reach the vessel by means of rockets, but these failed. The third officer, Mr. Smithers, then gallantly volunteered to take a boat to the distressed vessel, and after great difficulty he succeeded in getting alongside the *Oscar II*. So rough was the sea that the crew of the lifeboat had the greatest work before them to prevent the boat capsizing, and on two occasions it seemed as if nothing could avert disaster, but Mr. Smithers managed to get alongside the ship. Even then danger was apprehended from the tossing of the *Oscar II*, but the skilful manœuvring of the lifeboat saved the situation. A line was sent aboard, after a great deal of trouble, and the *Merionethshire* proceeded on her voyage to Hongkong with the *Oscar II* in tow. The *Merionethshire* arrived here at noon, when the *Oscar II*, which had been towed something like 200 miles, was safely anchored.

The crew of the British steamer *Hotby*, recently seized by the Japanese and taken to Sasebo, have been released by the authorities and sent to Nagasaki. The crew consists of six English officers, a German, Swiss, and thirty-five Chinese.

Captain Hager of the German s.s. *Hohnstien* reports:—"On a voyage from Sasebo to Hongkong the vessel struck in Macassar Strait on 5° 50' South and 117° 40' East of Greenwich an uncharted coral rock. The Light of Dayan Dayangan bears E. by N. magnetic, distance 10 miles off."

The *Glasgow Herald* Shipbuilding and Engineering Annual for the past year gives some very interesting information regarding the progress of Colonial shipbuilding in various parts of the British Empire. Speaking of Canada that journal says that progressive as that country is there are more hopes of shipbuilding in other and more outlying portions of the Empire. In the report of the Hongkong and Whampoa Dock Company, for instance, there may be noticed a large steamer. This vessel is the largest yet built at the port and a few years ago the Company would have hesitated very much before attempting such a contract.

But now they can take such orders and can compete with other builders in any part of the world, in spite of the fact that all materials have to be imported. The vessel referred to is the *Kin Ling*, which is of 3,700 tons register and 1,600 h. p.

THE "SHEILAWAY."

The salvage party to recover the *Sheilaway* and later attempt to extricate the *Darwin Gordon* from the Bombay Shoal, left by the *Progress* this morning. The party, under Capt. Owen Wilks, is well equipped with appliances and a skilful personnel as detailed by us the other day. It is to be hoped that success will attend the expedition.

GOING HOME.

RELIEF FOR DESERVING CASES.

The case of the two unfortunate young men, Messrs. Wondington and Rae, who were brought out from home to take up appointments under contract on the Manila-Dagupan Railway, Philippine Islands, and who were dealt with under the Philippines Alien Immigration laws, with the result that they had to spend a long time in the local House of Detention, is too new in the minds of our readers to need any recapitulation as to details. It will suffice for us now to say that our representations of their case, so deserving as it is, has borne good fruit, and we are pleased to be able to announce that passages have been secured for these unfortunate men, by the Government on the s.s. *Ajias*, sailing on Monday next for England. The men are of course destitute, and a few sympathisers have kindly promised donations, in their behalf, in order that they may have a little money in hand on arrival in the home country. The case has been of so distressing a nature that it has appealed to the Government, which has done all, and more, than could have been expected of it, and it is sincerely hoped the assistance and relief now afforded will enable the men to re-secure their old positions in England.

RACING IN HONGKONG.

WHAT IT COSTS TO KEEP A STUD.

16th inst.

According to the expert's opinion the racing at Hongkong this year should be the best that has ever been seen at Happy Valley. The expert was Mr. G. T. Turner, of Kennedy's Stables, the manager, Mr. G. W. Gegg, having gone to the race course "to try the Prince."

Mr. Turner also gave the tip that Cotswold was a sure thing for the Derby, qualifying his remark, however, by hinting that those who backed outsiders would at least have a run for their money. The discussion which arose over this point led to the question—"What does it cost to keep a racing stud in Hongkong?"

It is the opinion of the expert it is cheaper to keep a racing stud in Hongkong than in Singapore, and it is about the same here as in Shanghai. But that does not lead us much further. Coming to fact, Mr. Turner read the list of prices charged at Kennedy's Stables for stabling and training p-nies. Waters in training cost \$15 a month; China ponies in training are \$10 a month, and there are \$3 for sundry expenses. It has to be borne in mind that all the "studs" are kept at Kennedy's Stables with the single exception of Jarden's, and at the present time there are no fewer than 75 horses in training.

The training season starts in November, and it may be interesting to describe how the ponies are brought here. After the subscription list has been made up, the Hongkong Jockey Club sends a clerk to the Hongkong Jockey Club asking them to get the number of horses required—this year it was 55. The conditions are pretty general, the most important being that the horses must have covered three-quarters of a mile in 1 min. 40 secs. The price of these griffins ranges between \$250 and \$300. When they arrive at Hongkong they are in what is technically known as "the rough." When this year's ponies arrived in Hongkong nobody could tell whether they were good or bad; they looked as if they had just come off a paddock field. The "rough" is soon worn off, and the qualities of the animals begin to appear.

The subscription ponies this season came down in four batches, and the last two lots had apparently been galloped only a few times—just long enough to see that they covered the three-quarter mile in 1.40. Their coats were soon removed and the ponies were tried on the race course. Some of them showed fair speed, but the majority of them were poor. That is not to say that the racing will be poor. Mr. Turner remarked that better racing is expected this year than has ever been seen before, and what is more to the point they expect to beat the times made last year. That brings us to the upkeep of a racing stud. It brings us to the upkeep of a racing stud.

Suppose an owner started his stable in November and kept it at training strength till the races in February, he would have a tidy little bill to pay. Take the case of an owner who has six horses in training. Each horse will have cost \$160 for absolutely bare necessities. Put the price at \$150 and you will not be far wrong. There are a hundred and one things to provide for the comfort of the animals, and any one who has had to deal with horses knows how the expenses mount up. To keep six horses in training, in fact, means an outlay of \$2,000 at the very least. It may be more; it would be a clever man who could make it less. And after all, the ponies may turn out worthless. After the races they are put up to public auction, and the horse that has led its owner into expenses running up to \$1,600, including its purchase price, to \$700 or \$800 may be sold for \$50 or \$60.

With regard to Derby griffins, these are bought by the owners themselves. They are kept at Kennedy's Stables, it is true; but the owner has more interest in their performances, and is more careful with the times than he is about the other ponies which comprise his stud. He stands to win or lose a large amount. The pony may be brought into the pink of condition and at the last moment go right off. Racing at best is a ticklish business.

With regard to the racing conditions at present, Cotswold is given as a certainty, as already stated. The Shanghai jockeys will be on the ground this week and the finishing touches will be given to the ponies. The course is in good order, and it is only to be hoped that the rain will keep off till the races are over.

HONGKONG STAMP REVENUE.

11th inst.

In 1904 there was an increase in the stamp revenue of the Colony of \$35,101.66, the total amount received being \$311,462.21 as against \$276,360.55 in the year previous. The largest increase was under the heading "embossed stamps" which brought in no less than \$12,790.40 more than was the case during 1903, while the greatest decrease was that derived from embossed stamps which showed a falling off of \$73,933.31.

CANTON NOTES.

(From Our Correspondent.)

Canton, 13th February.

S.S. "SAN CHEUNG" BREAKS OWN.

The s.s. *San Cheung*, which left Hongkong last night for this port, did not arrive until after 9 o'clock this morning. On inquiry as to the delay it was found that she had had to make most of the journey working only one propeller, the shaft of the starboard propeller having met with accident.

THE "TAI-WAN."

Messrs. Butterfield and Swire's steamers *Tai-wan*, which has been lying in the Back Reach for some days, last night attempted to cross the Honam inner anchorage, without a pilot aboard, and took the ground where she is still lying at the time of writing (5.30 p.m.). She is expected to float off to-night if tide proves favourable; she is at present lightening, discharging her cargo into lighters and junks which were dispatched to her as soon as she took the ground.

NEWS ITEMS.

Ordinary business is at last assuming the usual tenor of its way after the enforced holidays consequent upon a China New Year. There are no less than sixteen Ocean steamers in the anchorage and another eight still lying at Whampoa waiting to come up to Canton. The steamers' officers during the holidays have been well entertained by the Customs Staff, and a French play was given at the Canton Club Theatre by the Canton Amateur Theatrical Society. Last Saturday evening a concert was given at the Customs Club, which concluded a week of frivolity.

A concert was given by members of the Customs at Honam and was given as a farewell to Mr. Thomas of Robinson & Co's, who is leaving Hongkong to take up the firm's interest in Shanghai. Amongst the artists were Messrs. Morgan, Craig, Daniel, and Husted, Mr. Thomas, acting as accompanist, also giving some good selections. A whistle solo and an imitation of Paderewsky were thoroughly enjoyed. Mr. Thomas left by the s.s. *Aljias* on Monday morning.

The weather has been bitterly cold lately, and it is reported that at a dock this morning there was ice on board the ships in harbour. Later in the day the sun tried to put forth its long expected rays and the thermometer went up a little. At about noon the sun shone beautifully. A rain storm last night must have cleared the air. The lowest thermometer reading this year is 35° Fah.

Canton, 15th February, 1905.

THE VICKROY.

It is stated in the city today on good authority that the Viceroy of the Two Kwang, H. E. Tseng, has been recalled and will take up the Viceroyalty of Chihli. He is at present in Wuchow, and according to report from that city is in excellent health and spirits, contrary to the reports circulated in this city a few days ago that he was seriously ill.

A COLLISION.

The French steamer *Paul Beau*, plying between Canton and Hongkong, left Canton on her usual run at 5.30 p.m. on Monday evening. The British steamer *Kwong Tung* left about the same hour and both proceeded down the front reach of the harbour. When nearing the approaches to the Whampoa Barrier the *Paul Beau* slowed down to cross and the *Kwong Tung* unable to get clear collided with the stern of the *Paul Beau*. As both steamers were proceeding at slow speed very little damage was done.

MISCELLANEOUS.

The Military College at Whampoa has for some long time past been controlled by Japanese agents of whom there are five instructors. It has been for some months rumoured here that the Chinese were on the first of this year (14th of February) to cut their queues off, but little credence was given to the rumour.

On last Monday (10th of 1st moon) some surprise was evinced when it was stated that military officers had disposed of their pigails, and no truth was attached to the report. On inquiry, however, it was elicited that many of the Chinese officers (naval and military) had really cut them off. I have seen two officers who have discarded their appendage. They are supplied with peaked caps and their uniforms coats are much more military looking than heretofore and are bedecked with gold braid, as emblems of rank. They present a much smarter military appearance. It is expected, and is advocated by the Japanese instructors, that all military men should discard this old-time appendage.

Dr. Razlog, of leprosy fame, is at present in this city, practising and his again commenced his experiments amongst the lepers, but not on such a large scale as before. His patients are now kept in beds on the river.

Canton, 17th February.

The Hongkong and Macao Steamboat Co's s.s. *Pusan* (Capt. R. D. Thomas) on her usual run from Hongkong this morning took the ground on Tai Chek Barrier where she remained for two hours and did not arrive at Canton until about 9.30 a.m. The accident was caused by a junk getting in the barrier passage and the Captain, in trying to avert a collision, must have put the helm a trifle too far over, causing the vessel to take the ground on the southern side of the barrier passage.

This is a somewhat dangerous passage as the southern side is composed of granite stones, although the removal of Tai Shek Barrier has been commenced and a very large quantity of stone has been removed the difference in depth of water at this point is less than three feet. Blasting operations are in progress on this barrier which were made by a number of junks, laden with granite, by being sunk at this point and having been submerged for nearly sixty years have cemented themselves together.

SINGAPORE DOCKS.

In connection with the taking over of the Tanjong Pagar Dock Company's undertaking by the Colony, there is one supremely important point, remarks the *Free Press*, that has not yet been touched upon. In what position will the new Directing Board or Trust stand as compared with the Tanjong Pagar Board of Directors as regards supplies of material and machinery? We trust that the management will be in a perfectly independent position. Consider for a moment what it would mean if that supremely contemptible business anachronism, the Crown Agents, were to put forward pretensions to handle the supplies of materials for the new Board. The very idea is a nightmare. We do not want any more red flannel petticoats instead of sarongs, which was what, for the Medical Department, the Crown Agents' interference was once equal to perpetrating. It is some comfort to know that the local Government has gone far to make such a detestable impossibility by declaring that it will place the business management entirely in the hands of the selected Board, and will only exercise control in matters of policy, that is to say, we take it, where due recognition has to be given to necessities, Imperial or naval, arising out of political relations, and thus outside the mere working of the Port as a commercial maritime facility. Seeing that the great programme of dock building and wharves reconstruction will be outside the purview of the Colonial Public Works Department, and will be carried out entirely by the engineering staff and contractors of the Harbour Board, we do not well see that the Crown Agents can invent any pretext for intruding. They may rest content with their erection of a monument to their own extravagance and incapacity in the form of the Singapore-Kranji Railway, and with the consciousness of having worked mischief enough to make their name a local by-word for a generation.

COMMERCIAL.

Quotations for the week close as follows:—

Hongkong Banks ... \$725 b. £77.10
National Banks ... 36.5a.
Union Insurances ... 697 1/2 b.
China Traders ... 59.5a.
Canton Insurances ... 267 1/2 b.
Hongkong Fires ... 315 b.
China Fires ... 93.5a. and b.
H. & C. M. Steamboats ... 26 b. ex div.
Indo-Chinas ... 126 b.
Douglases ... 33 1/2 b.
China Sugars ... 225
H. K. & Whampoa Docks ... 210 b.
Hongkong Wharves (old) ... 103 1/2
do. (new) ... 101
Farnhams ... 150 b.
Shanghai Wharves ... 140 b.
do. (new) ... 137 1/2 b.
Hongkong Lands ... 130
Hongkong Cottons ... 14
Green Island Cements ... 29.5b.

WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly & Potts write in their report of 17th inst.:

The market during the week under review has remained quiet, principally owing to the continued tightness of money, but rates on the whole have ruled fairly steady.

The Green Island Cement Company, Ltd., has advertised its sixteenth ordinary annual meeting of shareholders for the 21st February.

The transfer books will be closed from the 24th inst. to the 6th prox. both days inclusive.

Banks.—Hongkong & Shanghai Banks have been in demand and have changed hands at \$725, closing with further inquiries. In London, the quotation has risen to £77.10. Nationals have been sold at \$36.

Marine Insurances.—Cantons have found buyers at \$200 and \$267, and close in further request at the latter rate. China Traders have been done at \$38, \$38 1/2 and \$59. Unions can be placed at \$697 1/2. Yantzes and North Chinas are quiet at quotations.

Fire Insurances.—Hongkong Fires have further appreciated in value and are now inquired for at \$15. China Fires have been bought at \$9 and more shares are wanted.

Shipping.—Hongkong, Canton and Macao Steamships have improved and are in demand after sales at \$3, ex the dividend of \$1 paid on the 15th inst. Indo-Chinas have been negotiated at \$125 and \$26, closing steady. There are buyers of Douglas Steamships at \$331 while China and Manilla remain without change at \$23. Star Fernes are quoted at \$38 and \$29 for the old and new shares respectively.

Refineries.—China Sugars have been booked at \$226 and \$225 and are inquired for at the latter rate. There is no alteration in other stocks in this section.

Mining.—Chinese Engineering are in demand at Tls. 7.60 after changing hands at Tls. 7.50. Raubs have been booked at \$31.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks continue in request at \$210. Farnhams were sold at declining rates down to Tls. 145 but have since recovered and now close in demand at Tls. 150. Kowloon Wharves have inquiries at \$102 1/2 for the old, and at \$110 for the new issue. Hongkong Wharves are still inquired for Tls. 140.

Lands, Hotels and Buildings.—Hongkong Lands have been disposed of at \$30. Shanghai Lands are reported sold at 118, 115 and 114 the final dividend and bonus of allottee Tls. 5 paid yesterday. Hongkong Hotel's continue in request at \$141. Hui-yeh's Estate have been dealt in at \$1.65; the closing quotation is \$1.75.

Cotton Mills.—Sales of Hongkong Cottons have taken place at \$14.

Cigars and Tobacco Factories.—Owing to the announcement of a final dividend of Tls. 6 per share, Sunnats have jumped to Tls. 75 and are wanted at the rate.

Miscellaneous.—Green Island Cements have been purchased at \$19 and close with further buyers. Hongkong Ice has sellers at \$142 ex the final dividend of \$13 paid on the 14th inst. China Prods have been done at \$83 and \$82. Electric (old issue) have improved to \$145 and Steam Laundry (new) can be placed at \$44. Steam Water-boats have been fixed at \$19. Central Stores (new issue) are asked for at \$7. Shanghai G. S. shares have advanced and can be placed at Tls. 110. The Company will pay a final dividend of Tls. 5, making Tls. 8 1/2 per share for the past year. Langkats have declared a first interim dividend of Tls. 7 1/2 per share account 1905, payable (probably) on 15th March. Shares have weakened to Tls. 265 at which rate, however, there are buyers.

TARNHAM BOYDS.

Messrs. Moller Bros. state in their circular that the "well devised scheme of Mr. J. R. Twyman, in disposing of all the Shanhai Docks and their properties" to some unknown European corporation, does not seem to have borne the fruits of success; the time for its completion is now well overdue, and those parties filled with great promises as to the result are now anxiously looking forward to a daily-expected consoling wine. In the meanwhile dockages, repairs, etc. are being attended to as punctually, smartly, and economically, as heretofore. All of which is interesting seeing that shareholders will not have long to wait for the consummation of the scheme.

PUNJON MINING CO.

The Straits Government has formally cancelled the Punjon Mining Co's lease in Pahang, owing to its failure to comply with the stipulated conditions. The area involved is 50 square miles in extent.

PORTNIGHTLY REPORT.

Indian Yarn.—Since the issue of our last report on the 27th ult., our yarn market has shown some signs of firmness in view of the downward course in Exchange, and about 5,000 bales have changed hands, prices showing in some instances an advance of 50 cents to \$1 per bale. The market closes quiet but steady. Shipments to Shanghai and Northern ports about 2,500 bales. Unsold stock is estimated at about 45,000 bales. Arrivals 22,025 bales.

Local and Japanese Yarn.—No business is reported.

Raw Cotton.—The market has been lifeless and notwithstanding a concession of \$1 to \$2 per picul, no better business can be induced than the sales of a few parcels aggregating 185 bales superior Bengal at \$21 to \$23; stock 4,200 bales.

China kind.—No business is reported. The unsold stock is 12,000 bales.

Malwa Opium.—Sales are reported of about new 12 chests at \$1,075 to \$1,100, old 30 chests at \$1,150 to \$1,250. Old 20 chests at \$1,280 to \$1,350. Stock is 1,455 chests. Uncleared stock 505.

Banars Opium.—Sales are reported of about 673 chests at \$1,010 to \$1,105. Stock 3,775 chests. Uncleared stock 1,670.

Banars Opium.—Sales are reported of about 255 chests at \$1,090 to \$1,150. Stock 977 chests. Uncleared stock 376.

Persian Opium.—Sales are reported of about 45 chests at \$820 to \$910. Stock 2,130.

Exchange.—We quote 10-day on India Rs. 145 1/2, on London 11 1/2 d.

FREIGHT REPORT.

In their report of 11th inst., Messrs. Lamke and Rogge state:—

There is very little fresh to say in regard to freighting matters, the effect of the Chinese New Year holidays having made itself felt more than usual and though a week has passed since, chartering operations have not yet been resumed. In fact, it may take some time longer before a large business will be on record, principally on account of the Southern rice markets being very late this year, but, judging from all appearances, we think it is pretty safe to predict a rise in freights, which should continue as the opening of the Northern ports draws near. Tonnage—referring to suitable steamers of small and medium size of light draft with tween decks, &c.—still remains scarce and it will be difficult to fill the various inquiries which are certain to crop up at no distant date.

As to details of the chartering business that has transpired during the past fortnight, the list of settlements overleaf speaks for itself. Suffice it to say that, for reasons already mentioned, no reliable quotations can be given as far as any of the Southern markets are concerned, excepting, perhaps, Saigon/Philippines, in which direction there have been actual inquiries resulting in the settlement of a couple of

steamers and the demand, though for boats of small size only, still continues.

Coal freights from Japan ports have experienced a further drop partly on account of several large carriers having to find their way down South again and partly in consequence of coal being in short supply. We have not heard of any settlements locally, but believe tonnage could be had for this month's loading at \$1.50 per ton and in proportion for other destinations.

On monthly terms, four steamers have been taken up as per list of settlements, all of them being intended for special business.

Sail Freights.—No change to report.

Sail-tonnage loading or to load.—For New York and Baltimore, British ship *Geo. T. Hay* arrived 21st December, from Cebu.

Disengaged.—British ship *Forrest Hall* 1,991 tons.

Departures.—None.

MANILA HEMP.

In their circular of 31st ult., Messrs. Warner, Barnes & Co. state as follows:—

The market has ruled quiet over the past fortnight, part of the arrivals at this were placed at basis of P.C. 18.50 to P.C. 19 for current, and part have gone to store in hopes of better prices shortly.

Values seem only held down by the continued bear selling on home side and from appearances we judge should this pressure be withdrawn there would probably be some recovery here.

It must not be lost sight of that it is very difficult to get prices in the producing provinces for any length of time, and without affecting production, under the partly of P.C. 17 for current, say P.C. 18.25 placed in Manila, with exchange at 2/11=38 c.i.f.; and that during the past two years this has been about low water mark; the fact of hemp selling cheaper from time to time in the home markets has been due to exchange fluctuation or bear manipulations.

The prices at which hems are selling today in London say 2/6 c.i.f. at 50% freight and 1/1 exch., is only the equivalent of P.C. 17 in Manila or P.C. 15.75 in provinces, and it is perhaps worthy of record that when hemp was sold in London in 1903 at 2/30 c.i.f. for current with exchange 1/9 and freight 40% it meant P.C. 16.87 in Manila, and 1 C. 1.60 in provinces, and that the lowest range of prices in the provinces was then about P.C. 17 for current.

With exchange now on a gold basis any large variation in rates is most unlikely.

It may be urged that the higher exchange should lessen cost of production by enabling imported food, clothes, and other necessities to be laid down more cheaply, but this seems neutralized by the higher general taxation. At all events the claim is universal amongst natives that no ultimate benefit accrues to them from the higher exchange value of the coconut dollar.

There is also perhaps an idea that cost of production may be diminished by the use of hemp cleaning machinery, but people who are the best acquainted with the difficulties of adapting machinery to cleaning hemp trees, growing for the most part in a roadless country, and often surrounded by forest, appear to have little confidence in such an invention. To get machinery to the hemp plantations or the hemp trees to the machinery offers equal difficulties, and even if these difficulties could be overcome it apparently would be impossible to reform the whole procedure of hemp cleaning in a few months; it could only be done very gradually.

T. DAY'S EXCHANGE.

Selling.

London—Bank T.T. 10 1/2
Do. demand 10 15/16
Do. 4 months' sight 11 1/2
France—Bank T.T. 2.40
America—Bank T.T. 46
Germany—Bank T.T. 1.95
India T.T. 14 1/2
Do. demand 14 1/2
Shanghai—Bank T.T. 7.25
Japan—Bank T.T. 9.35
Java—Bank T.T. 11.4

BUYING.

1 months' sight L/C 11 1/2
6 months' sight L/C 11 1/2
30 days' sight San Francisco & New York 47 1/2
4 months' sight do. 47 1/2
30 days' sight Sydney and Melbourne 11 1/2
4 months' sight France 2.44
6 months' sight do. 45 1/2
4 months' sight Germany 1.99
Bar Silver 8.15
Bank of England rate 1 1/2

OPPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New 1,150/1,150
" Old 1,160/1,200
" Older 1,400/1,300
" Oldest 1,310/1,350
Patna New 1,170
Benares New 1,110
Persian (Paper) 782/710

LOCAL AND GENERAL.

THE Rev. T. W. Pearce has been appointed a member of the governing body of Queen's College.

WE regret to learn that Chevalier Z. Volpicelli, Consul-General for Italy, is laid up at his residence at the Peak, with a severe attack of fever.

THE name of Mr. A. S. Mason has been added to the list of persons exempted from the operation of the Poisons Bye-law 6 (A) of the Public Health and Buildings Ordinance, 1903.

It is reported that the steamer *Scotman*, which cleared from this port for Vladivostok, at the beginning of the month, has been captured by the Japanese. She had a cargo of rice from Saigon on board.

MR. F. A. Hewett and Mr. J. Orange have been appointed members of the governing body of Queen's College to represent respectively, the mercantile community and the engineering profession in the Colony.

WE are glad to be able to announce that Mr. H. M. Davis, Manager of the Hongkong and Shanghai Bank, Shanghai, who is at present suffering from an attack of small-pox and pneumonia, is now progressing favourably.

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4776

號五十月正年一十三緒光

SATURDAY, FEBRUARY 18, 1905.

六拜禮

號八十月二英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 2,000,000
CAPITAL PAID-UP " 1,000,000
CAPITAL UNCALLED " 1,000,000
RESERVE FUND " 9,520,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO. LONDON.
NAGASAKI. NEW YORK.
LYONS. HONOLULU.
SAN FRANCISCO. SHANGHAI.
HANKOW. HONGKONG.
TIENTSIN. PEKING.
Kobe.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent

TAKEO TAKAMICHI,
Manager.

Hongkong, 17th January, 1905. [20]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. E. TOMKINS, Esq., Chairman.
H. A. W. SLADE, Esq., Deputy Chairman.
E. COLE, Esq.
Hon. W. J. GRESSON, Esq.
Hon. R. SHEWAN, Esq.
A. H. HUI, Esq.
N. A. SIEB, Esq.
A. J. RAYMOND, Esq.
H. W. SLADE, Esq.
H. SCHUBERT, Esq.
E. S. WHEELER, Esq.

Chief Manager:—J. R. M. SMITH

Shanghai:—H. M. BEVIS.

LONDON BANKERS:—LONDON AND COAST

BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per Cent. per Annum.

For 6 months, 5 per Cent. per Annum.

For 12 months, 6 per Cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 18th February, 1905. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2

per Cent. per annum.

Depositors may transfer at their option

balances of £100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1905. [23]

THE DEUTSCH ASIATISCHE BANK.

AUTHORIZED CAPITAL.....Sh. Tels 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow

Berlin Calcutta Tientsin

Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 12th August, 1904. [24]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1905. [25]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL AND SURPLUS
AUTHORIZED.....GOLD \$10,000,000
CAPITAL PAID UP.....GOLD \$ 3,947,200
RESERVE FUND.....GOLD \$ 3,947,200

HEAD OFFICE:
NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED,
UNION OF LONDON AND SMITHS BANK, LTD.,
BRITISH LINEN COMPANY BANK.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Descrip-
tion of Banking and Exchange Business,
receives Money in Current Account and ac-
cepts Fixed Deposits at Rates which may be
ascertained on application.

CHARLES R. SCOTT,
Manager.

20, Des Vaux Road,
Hongkong, 18th February, 1905. [21]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL Shanghai Tels.
5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:

CANTON. PENANG.

CHEFOO. SINGAPORE.

HANKOW. TIENTSIN.

PEKING.

THE Bank purchases and receives for collec-
tion Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS:

1/2 per Annum Fixed Deposits for 3 months.

1/4 " " " " " " " "

1/4 " " " " " " " "

1/4 " " " " " " " "

E. W. RUTTER, Manager.

Hongkong, 6th January, 1905. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000

RESERVE LIABILITY OF SHARE-
HOLDERS.....£800,000

RESERVE FUND.....£800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent

" " " " " " " "

" " " " " " " "

" " " " " " " "

T. P. COCHRANE, Manager.

Hongkong, 19th May, 1904. [24]

THE PHARMACY, DISPENSING AND FAMILY CHEMISTS.

A WELL ASSORTED STOCK
of
DRUGS, PERFUMERY, TOILET AND
SICK ROOM REQUISITES, &c.,
always on hand.

A large variety of CHOCOLATES, in Fancy
Boxes, at reduced prices, owing to favourable
exchange.

Note Address:

56, QUEEN'S ROAD CENTRAL,
Hongkong.

A. STEVENSON,
Chemist.

Hongkong, 23rd January, 1905. [43]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
YOKOHAMA VIA SHANGHAI, MOI and KOBE. (Passing through the Island Sea).	MALACCA G. W. Babot, R.N.R.	About 19th February	Freight and Passage.
SHANGHAI.....	MALTA R. A. Peters	About 25th February	Freight and Passage.
LONDON, &c.....	CHUSAN H. W. Kenrick, R.N.R.	Feb. 25th, Noon	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLUMBO, PORT SAID and MARSEILLES	FORMOSA B. W. H. Snow	About 1st March	Freight and Passage.

For Further Particulars, apply to

Hongkong, 16th February, 1905

E. A. HEWETT, Superintendent. [2]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY, 1st March.
PRINZESS ALICE	WEDNESDAY, 15th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PRINZ HEINRICH	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAYERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
SACHSEN	WEDNESDAY, 5th July.
GRISENAU	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PREUSSEN	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 1st day of March, 1905, at Noon, the Steamship "SACHSEN," of
the NORDDEUTSCHER LLOYD, Captain H. Feyen, with MAILS, PASSENGERS,
SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 27th February, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 28th February, and
Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 28th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS. [3]

Hongkong, 15th February, 1905.

Intimations.

LANE, CRAWFORD & CO.

ARDATH TOBACCO CO.'S SPECIALITIES.

CABINET CIGARS	in hermetically sealed tins of 25	Per Tin
QUO VADIS CIGARETTES (Turkish)	"	50 1.50
ASTORIA (Virginia)	"	50 1.50
STATE EXPRESS " No. 555	"	50 1.00
ARDATH TOBACCO	" 1 lb.	1.00

FINEST EGYPTIAN CIGARETTES "Luang", Gold Tipped	50	1.25
" " " " " " " "	pkts. of 10	0.25
" " " " " " " "	" " " "	50 1.00

LANE, CRAWFORD & Co.

Hongkong, 17th February, 1905. [34]



AQUARIUS.

THE BEST OF

MINERAL WATERS,

IN BOTTLES, HALF-BOTTLES AND SPLITS.

SOLE AGENTS FOR HONGKONG—

CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD,
Hongkong, 2nd February, 1905. [37]

Intimations.

A perfect food

is Bovril—it nourishes, stimulates and
reinvigorates. Bovril is of great value
for all to whom strength and endurance
are a vital necessity. Its regular use is
a permanent protection against the
dangers of colds, chills and diseases.



75]



IND COOPE'S STOUT.

A Light Stout of exquisite flavour, specially
suitable for this climate.

Per Dozen Pints - - - \$2.35.

H. PRICE & CO.,
12, QUEEN'S ROAD,

Sole Agents.

Hongkong, 6th January, 1905

JOHN DEWAR SONS & Co., PERTH

WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904. [39]

This space is reserved for

LONG, HING & Co.,

PHOTO GOODS DEALERS,

17K, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

ACHEE & CO.,

ESTABLISHED 1859.

祥利廣

FENDERS, SCUTTLES, FIRE HANDS, WARMING STOVES,
COOKING RANGES, Etc.,
BRASS AND IRON BEDSTEADS, BEDDINGS, BLANKETS, COUNTERPANES,
SHEETINGS, HOUSEHOLD LINENS, Etc.

174, Queen's Road, Central. Telephone 256.

Hongkong, 4th January, 1905. [42]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

A. F. DAVIES,
Acting Manager. [26]

Hongkong, 7th February, 1905.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence
to CANTON and back to HONGKONG, will be
found interesting and enjoyable.

WM. FARMER, Proprietor.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chefoo, Tientsin, Newchwang, Fort Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Malacca, Kure, Shimonoseki, Moji, Wakamatsu,
Koratsu, Nagasaki, Kuchino, Sasebo, Milko, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways, Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Fujiyama, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura,
Onoura, Otsuji, Sarabara, Teubakuro, Yoshinotani, Yoshio, Yonokibara and other Coals.
S. MINAMI, Manager, Hongkong.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " R. D. Thomas.
 "FATSHAN," 2,260 " " W. A. Valentine.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days at 2.00 P.M.
 Departures on Sundays at 12.30 P.M.
 Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shia-Hing, Luk-Po, Luk-To, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," Capt. B. Branch. S.S. "SANUI," Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shuihing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

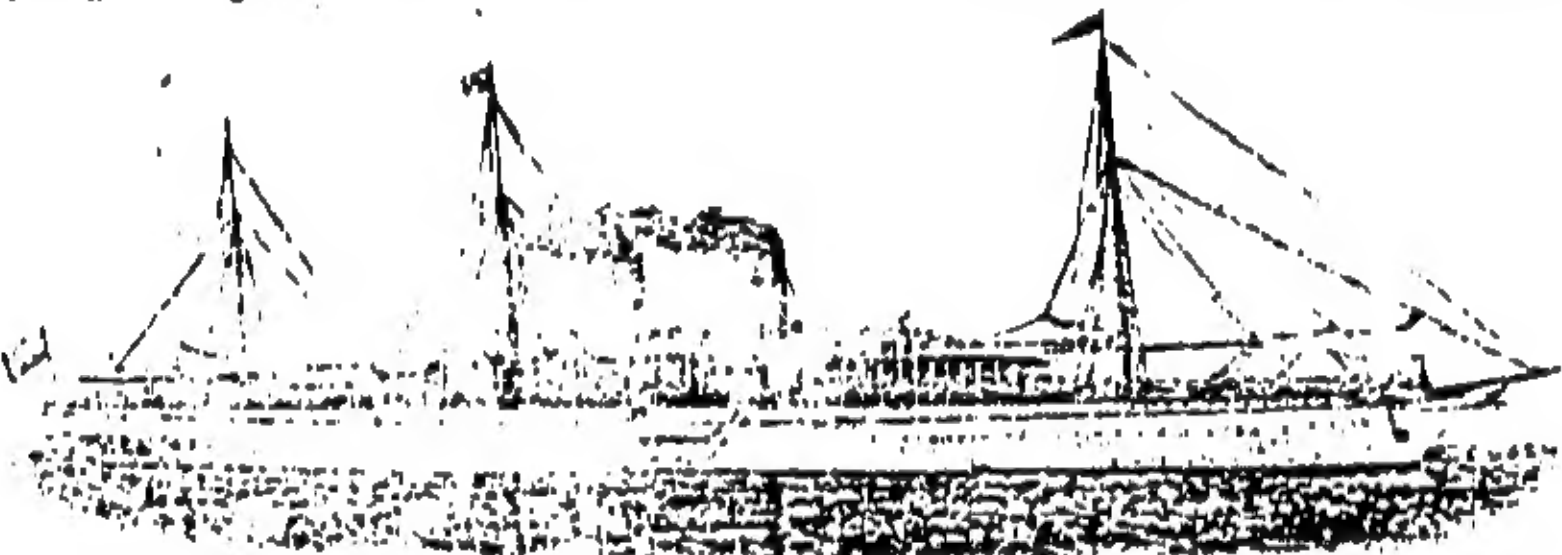
HONGKONG-KONGMOON LINE.

S.S. "TAK HING," Capt. R. Biss. S.S. "HONGKONG," Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon, Single \$6.00.
 Hongkong to Kum-huk, Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 15, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 5th January, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANSHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).
 R.M.S. "EMPERESS OF JAPAN," 6,000 Tons, WEDNESDAY, 8th March.
 "ATHENIAN," 2,440 " WEDNESDAY, 15th March.
 "EMPERESS OF CHINA," 6,000 " WEDNESDAY, 29th March.
 "EMPERESS OF INDIA," 6,000 " WEDNESDAY, 19th April.
 "TARTAR," 4,425 " WEDNESDAY, 26th April.
 "EMPERESS OF JAPAN," 6,000 " WEDNESDAY, 10th May.
 Hongkong to London, 1st Class, via St. Lawrence \$60. Via New York \$65.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail, \$40. \$45.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Map, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 9, Pruders' Street.
 Hongkong, 8th February, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and HALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SPEZIA	HAVRE and HAMBURG.	21st Feb.	Freight.
Alesia	(Calling at S'PORE & COLOMBO).		
Alesia	HAVRE, ANTWERP and HAMBURG.	24th Feb.	Freight.
Sachs	(Calling at S'PORE, PENANG & COLOMBO).		
SAMBIA	HAVRE and HAMBURG.	8th March.	Freight.
Luning	(Calling at S'PORE, PENANG & COLOMBO).		
RHENANIA	MARSEILLES, HAVRE & HAMBURG.	18th March.	Freight and Passengers.
Bohrens	(Calling at S'PORE, PENANG & COLOMBO).		
SUEVIA	HAVRE and HAMBURG.	4th April.	Freight.
Konstanz	(Calling at S'PORE, PENANG & COLOMBO).		

FOR ODESSA.

With Transshipment at Singapore.
 ARCADIA, Captain Föck, to sail from Singapore about 22nd February, Freight.
 ANDALUSIA, Captain Filler, to sail from Singapore about middle of March, Freight.
 * Special attention of intending Passengers is drawn to the splendid accommodation of the a.s. Rhenania. Saloons and cabins amply lighted throughout by Electricity.
 For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.
 Hongkong, 13th February, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 35 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Intimations.

HONGKONG ELECTRIC TRAMWAYS.

ALTERATIONS IN FARES.

From 4th February, 1905, until further notice, the Fares will be as follows:—
 Kennedy Town to Post) 10 cents First Class.
 Office) 4 " Third
 Post Office to Causeway) 10 cents First Class.
 Bay or Race Course) 4 " Third
 Causeway Bay to Shau-ki-wai) 10 cents First Class.
 The previous Table of Fares is hereby cancelled.
 Pending the arrival of New Tickets the existing stock will be used. The value of the tickets issued will be stamped thereon and the Section punched will indicate the limit of destination of the passenger.

J. GRAY SCOTT, General Manager.

SHEWAN, TOMES & Co., Agents, Hongkong, 8th February, 1905.

NOTICE.

THE HONGKONG AND CHINA GAS CO., LTD., beg to notify the Public that the PRICE OF GAS will be REDUCED from \$2.50 to \$2.00 per 1,000 cubic feet as from the 1st February, 1905.

GEORGE CURRY, Local Secretary.

Hongkong, 1st February, 1905.

WEISMANN, LTD. (CAFE WEISMANN.)

THE place par excellence in Hongkong for Refreshments of all descriptions.
 Facing the Post Office, Queen's Road, Central.

Everything of the best, prepared and served under entirely European Management.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all kinds made to customers' own order and design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Café in the Orient.

Hongkong, 17th December, 1904.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS,
 16, DES VŒUX ROAD CENTRAL, HONGKONG,
 SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GUN COMPOSITION RED BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
 &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
 EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
 AT REASONABLE PRICES.
 Hongkong, 15th December, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 10 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.00 a.m. Every 10 minutes.
 9.00 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 10 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 2.15 p.m. Every 10 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 NIGHT CARS on Week Days.
 8.45 p.m. and 9 p.m. to 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
 8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 10 minutes.
 11.00 a.m. to 1.00 p.m. Every 15 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 6.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.
 NIGHT CARS on Week Days.
 8.45 p.m. and 9 p.m. to 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vœux Road Central.
 JOHN D. HUMPHREYS & SON, General Managers.
 Hongkong, 29th December, 1904.



SANITARY BOARD OFFICE, Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the EASTERN DIVISION of the CITY OF VICTORIA and the EASTERN DIVISION of KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of January and February.
 N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Undersides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.
 The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.
 Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.
 The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kau-lung is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-ma-tei service reservoir to the northern boundary of Kau-lung.

THOS. A. HAMMER, Secretary.

Dated this 31st day of January, 1905.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR.

but without running a doctor's bill or falling into the trap of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. It is the introduction of THE NEW FRENCH REMEDY

THERAPION.

a complete revolution has been wrought in this department of medical science, which thousands have been returned to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign

Remedy for discharges from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign

Remedy for primary and secondary skin eruptions, ulcers, pains and swellings of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign

Remedy for debility, nervousness, impaired vitality, sleeplessness, indigestion and incapacity for business or pleasure; loss of appetite, dizziness, indigestion, pains in the back and head, and all those disorders resulting from daily error and excess which the faculty so persistently ignores, because so imminent in cure or even relief.

THERAPION is sold by principal Chemists

throughout the world. Price in England 1/6 & 4/6. In ordering, state which of the three numbers required, and also note that the word "THERAPION" appears on the 1/4 Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's House of Commons, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd., Hongkong, China and Manila.

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

FOR HOTEL COMFORT AND THE BEST BILLIARDS

GO TO THE

KOWLOON HOTEL, KOWLOON.

HOTEL DES INDES, NOS. 2 & 3, STAMFORD ROAD, SINGAPORE.

THIS First Class newly opened Hotel has excellent accommodation for FAMILIES, TRAVELLERS and permanent BOARDERS.

CHARGES FROM 4-5 DOLLARS PER DAY.

It is situated in the immediate vicinity of the commercial houses and Esplanade, and affords a spacious Refreshment, Dinner and Billiard Saloons.

E. G. VAN MARLE, Proprietor.

H. T. SARRE, Manager.

Singapore, 4th October, 1904.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 135 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 1st, 1903.

E. C. WILKS & Co., CONSULTING MARINE & ELECTRICAL ENGINEERS, SURVEYORS, ETC.

SHIPS DESIGNED, CONSTRUCTED AND SUPERVISED.

AGENTS FOR THORNYCROFT'S MOTORS AND MOTOR LAUNCHES, RACING AND CRUISING.

OUR MOTORS.

For Reliability,

Durability,

Estimates cheerfully given.

Workmanship,

Lightness.



OUR PROPELLERS

Are fitted to the Principal Racing Launches in Europe. Designed and Finished for Highest Efficiency.

Agencies:—GENERAL ELECTRIC CO.

W. H. ALLEN & SON'S, ENGINEERS, BEDFORD.

H. W. JOHN'S CANADIAN ASBESTOS GOODS.

Cable Address: "MARINEWORK," Hongkong.

Telephone No. 358.

12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905.

When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES, GENERAL STOREKEEPERS.

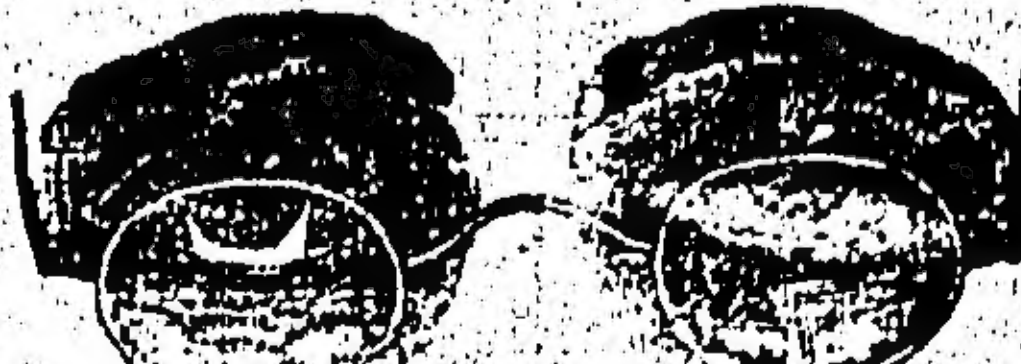
HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.
 Railway Hydraulic Mining and Sanitary Engineering.
 A Specialty made of Reinforced Concrete and Concrete Piles.
 Examinations Surveys Reports and Estimates.
 On all Railway or Proposed Construction Works.
 Hongkong, 2nd February, 1905.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

10, D'AGUIAR STREET, HONGKONG.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.
 Prescription lenses ground on the premises. All work guaranteed.
 Sun Glasses are useful and give the effect of coolness.
 Prices from \$2.00.

Hongkong, 1st October, 1904.

Intimation.

WM. POWELL,
LIMITED."ALEXANDRA
BUILDINGS,"
Des Vaux Road.LADIES'
DEPARTMENT.

JUST ARRIVED

A Consignment of
MILLINERY,
SUNSHADES,
NECKWEAR,
GLOVES,

&c., &c., &c.

DRESS
FABRICS

New Voiles,

Crepolines,

Dolaines, &c.

A fine range of Viyella Flannels.
Embroidered Robes, Muslins,
etc., etc., etc.LADIES' BOOTS
AND
SHOES.A large variety of High-grade
Black and Brown Boots and Shoes,
at moderate prices.CHILDREN'S
BOOTS & SHOES

in large variety.

FURNISHING
DEPARTMENT.

NEW PRINTED SATEENS, &c.

A GOOD ASSORTMENT OF
DUBBONS.ENGRAVINGS,
PICTURES AND
ART PANELS

by well-known Artists.

NEW GOODS ARRIVE
EVERY WEEK.WM. POWELL, Ld.
HONGKONG.

Hongkong, 16th February, 1905.

Intimations.

HONGKONG JOCKEY CLUB.

RAE MEETING, 1905.

TUESDAY, WEDNESDAY, THURSDAY,
AND SATURDAY (OFF-DAY),
21st, 22nd, 23rd and 25th FEBRUARY.TICKETS OF ADMISSION to the GRAND
STAND AND ENCLOSURE may be
obtained from Messrs. KELLY & WALSH, LD.,
or at the Gate. Price \$7 for the Meeting
(excluding the Off-Day), or \$3 per day.
Tickets for the Off-Day, \$2.No one admitted without a Ticket to be
shown to the Ticket Inspector at the Gate.T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1905. [245]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND AND ENCLOSURE during
the Races on the 21st, 22nd, 23rd and 25th
instant.A Stand and an Enclosure will be reserved
for Members and Members' Wives and Families.
Tickets for which will be sent out with the
Members' Tickets after WEDNESDAY,
15th instant.All tickets must be produced to gain
admission.T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1905. [246]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the
ENCLOSURE of the RACE COURSE
during the Race Days WITHOUT TICKETS
which can be had on application to the Under-
signed between WEDNESDAY, 15th,
and MONDAY, 20th inst.T. F. HOUGH,
Clerk of the Course.

Hongkong, 14th February, 1905. [247]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING
OF SHAREHOLDERS will be held in
the Office of the Company, Queen's Buildings,
New Praya, on MONDAY, the 20th February,
1905, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors and the
Statement of Accounts to the 31st December,
1904.The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
February, both days inclusive.

By Order of the Board of Directors,

THOS. I. ROSE,
Secretary.

Hongkong, 26th January, 1905. [177]

GREEN ISLAND CEMENT COMPANY,
LIMITED.THE SIXTEENTH ORDINARY AN-
NUAL MEETING OF SHARE-
HOLDERS in the Company will be held in
the Office of the General Managers, St. George's
Building, Victoria, on SATURDAY, 25th
February, 1905, at 11 A.M., for the purpose of
receiving a Statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1904.The TRANSFER BOOKS of the Company
will be CLOSED from FRIDAY, 24th
February until WEDNESDAY, 8th March,
both days inclusive.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 17th February, 1905. [259]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-SIXTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company, will be
held at the Offices of the Company, Pedder's
Street, on MONDAY, the 6th day of March,
1905, at 11.30 A.M., to receive a Statement of
Accounts to 31st December, 1904, and to elect
a Consulting Committee and Auditors.The TRANSFER BOOKS of the Company
will be CLOSED from the 20th February to
the 6th March, both days inclusive.JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th February, 1905. [226]

HONGKONG CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of \$1.00 per
Share, declared at the Ordinary Half-
Yearly Meeting of Shareholders, held this day,
will be payable at the Hongkong and Shanghai
Banking Corporation, on and after WEDNES-
DAY, the 15th February, 1905.SHAREHOLDERS are requested to apply
to the Office of the Company for Warrants,
By Order of the Board of Directors,T. ARNOLD,
Secretary.

Hongkong, 14th February, 1905. [244]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.NOTICE IS HEREBY GIVEN that on
and after this date interest at the rate
of 8% per annum will be charged upon all Calls
in respect of SHARES NOT FULLY PAID UP
from the day appointed for Payment of such
Calls, namely 3rd January, 1905.JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 11th January, 1905. [122]

IMPORTANT NOTICE.

MR. RUTTONJEE begs to announce to
his numerous customers that his
Bakery in Kowloon being burnt down, he has
hired another in a healthy part of the town
where BREAD will be baked and prepared
under his usual personal supervision and thus
ensuring, to his numerous patrons, the cus-
tomary supply of the same wholesome Bread
made of the finest flour and materials, that he
has all throughout supplied.Customers are kindly requested to send their
orders as usual.H. RUTTONJEE,
No. 5, D'Aguiar Street, Hongkong,
No. 37, Elgin Street, Kowloon.

Hongkong, 4th January, 1905. [138]

CHINESE REVOLUTIONIST IN
LONDON.

PLANS FOR GREAT CHINESE UPRISING.

"Fifty thousand dollars, dead or alive!"

This is the price that the Chinese Govern-
ment is willing to pay for the capture of Dr.
Sun Yat Sen, the revolutionary Chinaman,
whose detention in the Chinese Embassy
caused a sensation over eight years ago. The
doctor is now in London again, and was
interviewed by a Daily Chronicle representa-
tive regarding his plans for the future.It was on October 11, 1896, as Sun Yat Sen
was walking along Portland place, that a
Chinaman came up and asked him whether
he was a Chinaman or a Japanese. He replied
that he was a Chinese, and was giving other
details, when another Chinaman appeared on
the scene, and as they walked slowly Sun Yat
Sen was pushed into a house and detained.He was now, though he did not know it, a
prisoner in the Chinese Embassy. The first
person to greet him there, according to his
story, was Sir Halliday Macartney, who opened
the door and said, "Here's for you," and
then informed him that he would have to wait
for eighteen hours until instructions had come
from the Tsung Li Yamen.In relating his experiences afterwards Sun
Yat Sen told how a man came in while he was
in the Embassy and threatened to have him
tied up and smuggled out of the country. Re-
lease came eventually through the efforts of
Dr. Cantlie.

PROPAGANDA ABROAD.

Since those adventures Dr. Sun Yat Sen has
travelled far and wide. In 1897 he passed
through Canada, on his way to Japan, where
he remained for two years. In 1900 he visited
the south of China, and organised the Weichow
rising, which was almost successful. In the
next year there was a similar movement in
Canton, but nothing came of it.Since then he has been engaged in active
propaganda, until, at the beginning of 1901, he
left China, and passed through the United
States, working in the interests of his mission.
He is now in London again on a short visit,
during which he intends to give lectures and
to attend to a quantity of correspondence which
has accumulated during his absence.To a representative of The Daily Chronicle,
who called upon him to learn something of
his hopes and plans for the future, he gave a
brief outline of his movements.First of all, one was naturally anxious to
know when he intended to return to the scene
of his political work, and what he intended to
do when he got there.On this point, however, Dr. Sun Yat Sen was
not very communicative. "Of course," he said,
"I cannot say very much about that. You
know that there is a prize on my head, and any
Chinaman who could take me now and either
kill me or smuggle me as a prisoner into China
would be paid the reward. But that"—laugh-
ingly—"is hardly possible, is it?"

A TERRIBLE PROCLAMATION.

"You may be quite sure, however, that it has
not been at all easy to work, as I have been
working under the very eyes of the Chinese
Government. To show you how difficult it
has been, you may be surprised to learn that
when I passed through Washington, the
Chinese Minister there, Sir Liang Ching, issued
a proclamation to the Chinese throughout the
United States prohibiting them from having
anything to do with the Patriotic Society, as
my movement is called, under the severe
penalty of their families and distant relatives
in China being arrested and beheaded, and
their property being confiscated."Such a barbarous act, suggested at the in-
stance of an educated man, cannot be accounted
for except on the probable assumption that he
wished to flatter the Chinese Government so
that his position as Minister might be secure."This being the position, you readily under-
stand that whenever I go into China it is only
by means of an effective disguise. No; do not
ask me to go into details. I shall be going to
China again very shortly, and to make such
things public would be to enormously impede
my movements. Once in a place like Canton,
however, the rest is easy. The population is
so large that one is lost among the millions."But even so, in 1901, Yeung Ku Wan, the
most ardent patriot, was shot in Gage-street,
Hongkong, by assassins employed by the
Chinese Government."That is not all. During the progress of the
movement I have lost many friends. Some
have been shot; others have been captured
during the progress of risings which we have
organised, and have been immediately
beheaded."

THE MANCHU DYNASTY.

The history of this patriotic society is practi-
cally the history of a long struggle with the
Manchu dynasty. "You must realise that the
Chinese nation is not being governed at pre-
sent by its own people. The reigning house is
of Manchu origin. It swooped down upon our
country in 1644, and by a process of massacres
robbery, and oppression, has held sway ever
since."I need not go into the full extent of these
tyrannies. But it is important to realise that,
all told at the present day, they number not
more than five millions. The Chinese popula-
tion is not less than four hundred millions."

"So that revolution should be easy?"

Sun Yat Sen smiled. "Once the movement
is started in earnest," he said, "and it would
have to be a movement of physical force, which
could sweep this posse of rotten officials out of
the country. The most superficial knowledge
of Asiatic affairs will convince anyone that it is
the weakness and corruption of the Manchu
Government that is at the bottom of all the
trouble."Take the Russo-Japanese war. Had it not
been for their utter inability in Manchuria, the
war might have been avoided, and it is but thebeginning of a long series of conflicts that are
likely to arise between the different Powers
interested in the Chinese question. China has
no government of its own. If my propaganda
succeeds, the want shall be supplied."What was this propaganda? What were its
methods, its resources, and its aims?"As far as we are concerned, the whole of
China may be divided into two parts—south
and west. In the south you have a population
capable of absorbing such ideas as those of
which I am speaking. To some extent the
west is as yet unbroken ground. The south
will, therefore, be the first to respond to the
call. To go further into details, the Chinese
people may roughly be divided into four
classes:—

1. The Literati—favourable to revolution.
2. The farmers—who will follow any lead that
is given them.
3. The artisans, and
4. The merchants—both of whom are ready to
accept that which will be for their ultimate
good.

100,000 MEN AT COMMAND.

"Amongst these people, then, I and my fol-
lowers are working towards a revolution. Our
chief weapon at present is the newspaper. In
various parts of the world we have about twenty
organs devoted solely to the propagation of our
principles. Next comes education. In Japan
alone there are 5,000 Chinese students, and
almost to a man they favour a change. Lastly,
spread throughout the length and breadth of
our country are thousands of agents who are
engaged in educating the people, and prepar-
ing them for the general uprising."When the time comes we shall have at our
command 100,000 men—more perhaps. And
seeing that disturbances in which the Govern-
ment has played a part have been easily quelled
by half such a force, our task should be easy."

"And then—?"

"A constitution based upon that of the United
States; a Government of the people by the
people. As to the policy of European nations,
and even of the Japanese, I cannot say any-
thing. One can only surmise."Personally, I believe that a peaceful and
united China would be a great factor in the
peace of the world. Leave us alone; let us
work out our own salvation in our own way.
Interference cannot but be injurious. We
should fling open all our ports to the world's
trade, and if there is to be any intervention at
all, let it be on the side of reform."

X-RAYS AND CANCER.

The services rendered to medicine by the
radiographic examination of the human body
are immense, but this is not the only field in
which their utility was anticipated. It was
hoped that to the Customs House officer these
rays would prove invaluable, as they would en-
able him to explore the contents of a portman-
teau without the whole of the contents passing
through his inquisitive hand. But the idea
was abandoned as soon as it was found that by
lining a trunk with a sheet of some metal which
is opaque to the rays in question the pitiless
search of the Customs official could be deflected.
But the widest interest of all was aroused by the
thought that these wonderful rays might prove
effective in the treatment of tumours and the
like; and thousands breathed more freely when
they heard that the application of the rays
seemed to have cauterised wounds of a malig-
nant type. These hopes were not destined to
be fulfilled, though much has been done, and in
all probability much will yet be done, to apply
for the benefit of the patient the anodyne
influence of the rays. Even if the disease may
not be cured, it is something to be thankful for
that pain may be relieved or even removed.
This desirable end has been effected in cases
when the most powerful doses of morphia have
failed to ease the torture. The first result of
the application of the rays is an increase of
local and general metabolic action. The
general health of the patient is improved when
under treatment; indurations and sores gradu-
ally disappear. Next comes the effect on the
cells. The rays theoretically have the power of
destroying cells of low resistance without in-
jury to the healthy tissue, the condition being
that the cells are offered to the rays in sufficient
quantity. The cells in the cancer growth be-
come degenerate, and in many cases change
into innocuous fibrous tissue.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	100
Do. demand	110 15/16
Do. 4 months' sight	111 1/4
France—Bank T.T.	240
America—Bank T.T.	48 1/2
Germany—Bank T.T.	195
India T.T.	143
Do. demand	143 1/2
Shanghai—Bank T.T.	73 1/2
Japan—Bank T.T.	93 1/2
Java—Bank T.T.	114 1/2

Buying.

1 months' sight L/C.	111 1/4
6 months' sight L/C.	111 1/4
30 days' sight San Francisco & New York	47 1/2
4 months' sight do.	47 1/2
30 days' sight Sydney and Melbourne	111 1/4
4 months' sight France	244
6 months' sight "	245 1/2
4 months' sight Germany	196 1/2
Bar Silver	18 1/16
Bank of England rate	2 1/2

OPTIM QUOTATIONS.

To-day's quotations are as follow:—

Malwa New	1,130/1,150
" Old	1,160/1,180
" Older	1,240/1,300
" Oldest	1,310/1,350
Patna New	1,170
Benares New	1,110
Perian (Taper)	780/910

Auction.

PUBLIC AUCTION OF FINE ART
CURIOS AND SILK EMBROIDERIES.THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION,

ON

MONDAY,

the 27th February, 1905,

AND

TUESDAY,

the 28th February, 1905, commencing each
day at 2.30 P.M., at his

Sales Rooms, Duddell Street,

A MAGNIFICENT COLLECTION OF
JAPANESE ART CURIOS AND SILK
EMBROIDERIES,Comprising—
OLD TEMPLE BROCADES and BRO-
CADED PRIESTS ROBES; FINE SILK
EMBROIDERED WORKS OF ART, such as
HANGINGS (Landscapes, Floral Designs,
Birds, &c.), MANTLE DRAPERIES, BED-
SPREADS, TABLE COVERS, KIMONOS,
CURTAINS, SCREENS, &c., &c.;
VERY FINE DAMASCENE WARE—
CIGAR and CIGARETTE CASES, MATCH,
JEWELRY and POWDER BOXES, CARD
CASES, UMBRELLA HANDLES, BUT-
TONS, &c.;
CHOICE SILVER WARE—JEWELRY
and POWDER BOXES, VASES and
BOWLS, &c.;
FINELY EXECUTED GOLD LAC-
QUERED SCREENS, BOXES and
STANDS, RED and BLACK LACQUERED
CABINETS, TABLES and CHAIRS;
OLD BRONZE VASES, FINE SAT-
SUMA and IMARI WARE, CUT VELVET
PICTURES (Silk) and a variety of other
CURIOS.TERMS:—As usual.
The Collection will be on Exhibition from
Wednesday, the 22nd February.
Catalogues will be issued.GEO. P. LAMBERT,
Auctioneer.

Hongkong, 17th February, 1905. [256]

Intimations.

RACE HOLIDAYS.

THE EXCHANGE BANKS will be
CLOSED for the Transaction of Public
Business at 11.45 A.M. on TUESDAY, WED-
NESDAY and THURSDAY, the 21st, 22nd
and 23rd instant.

Hongkong, 16th February, 1905. [254]

FIRE INSURANCE ASSOCIATION OF
HONGKONG.NOTICE is hereby given that FIRE
INSURANCE OFFICES will be
CLOSED for the Transaction of Public Busi-
ness on TUESDAY, WEDNESDAY and
THURSDAY, the 21st, 22nd and 23rd instant,
respectively, at 11.45 A.M.

By Order,

A. R. LOWE,
Secretary.

Hongkong, 17th February, 1905. [264]

GOVERNMENT BILLS.

TENDERS FOR SPECIE, BRITISH and
MEXICAN DOLLARS, current in this
Colony, in Exchange for Sterling Bills drawn
at 10 days' sight on the Lords Commissioners
of His Majesty's Treasury, London, will be
received by the Chief Paymaster, Army Pay
Department, until 11 A.M., on the 20th February,
1905.The Tenders to state the total amount (in
Pounds Sterling), and the amount for which
each Bill should be drawn, but no Bills will be
issued for less than £100.The Tenders to be in Duplicate, and in sealed
covers, addressed to the Chief Paymaster,
Army Pay Department, and endorsed "Tenders
for Government Bills."The right to accept or reject any or all of the
Tenders is reserved.Copies of Forms of Tender can be had on
application.F. H. HAYNES,
Colonel, A. R. D.,
H.M. Treasury Chest Officer,His Majesty's Treasury Office,
Fletcher Street,
Hongkong.

Hongkong, 14th February, 1905. [253]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice,
to BOOK CARGO and ISSUE BILLS OF LADING
to SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY FROM SEAT-
TLE, as hitherto, by the Steamers of the
NORTHERN PACIFIC S. S. Co., BOSTON
STEAMSHIP and TOWBOAT Co., OCEAN
S. S. Co. and CHINA MUTUAL S. N. Co.For further Particulars, apply at the Com-
pany's Local Branch Office in PRINCE'S
BUILDINGS, First Floor, Chater Road.B. MORI,
Acting Manager,

Hongkong, 24th January, 1905. [68]

WHY NOT THE BEST?

SEVEN GRAND PRIZES

AWARDED TO

SINGER SEWING MACHINES

AT THE

ST. LOUIS EXPOSITION.

SHOW-ROOMS:—1, WYNDHAM STREET.

Cash or Easy Monthly Payments.

Hongkong, 28th January, 1905. [48]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask
ex Factory.In Bags of 250 lbs. net \$3.20 per Bag
ex Factory.SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 23rd September, 1904. [50]

Intimations.

DONE BY TRYING.

Nobody can tell what he can do till he tries.
When a thing ought to be done the modern
spirit moves us to keep working away at it
until it is done. In the face of this idea the
"impossible" vanishes. Where there's a will,
there's a way. "If we could but rob cod liver
oil of its sickening taste and smell and then
combine it with two or three other ingredients
we should possess the best remedy in the world
for certain diseases that are now practically
incurable." So said a famous English physi-
cian twenty-five years ago. "But it will never
be done," he added. "You can no more turn
cod liver oil into a pleasant palatable medicine,
than you can turn the Codfish itself into a Bird
of Paradise." Yet he lived to admit that isWAMPOL'S PREPARATION
the "impossible" had been accomplished. It
is palatable as honey and contains all the
nutritive and curative properties of Pure Cod
Liver Oil, extracted by us from fresh cod livers,
combined with the Compound Syrup of
Hypophosphites, Extracts of Malt and Wild
Cherry. This remedy is freed from the bad
peculiarities Dr. Frothingham so detected, and
it is precisely the splendid medicine he wished
for. Use it freely and confidently for Anemia,
Hysteria, Wasting Complaints, Blood Impuri-
ties, Asthma, and Throat and Lung Troubles.
Dr. W. H. B. Atkins, F. R. C. P., London,—
"V. D. C. M., Victoria University,—M. B.,
Toronto University,—Consulting Physician to
Home for Incurables, Physician to Toronto

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

BRANDY.

GUARANTEED
PURE COGNAC.

B Superior Very Old
Cognac . . . \$27

C Very Old Liqueur
Cognac . . . \$33

D Hennessy's Finest
Very Old Liqueur
Cognac . . . \$40

GUARANTEED
PURE COGNAC.

A. S. WATSON & Co.,
LIMITED,
ALEXANDRA BUILDINGS.

Hongkong, 11th February, 1905. [32]

Gregor & Co.

WINE
AND
SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co's old premises)

FOUR LINES HARD
TO BEAT:

Per case,
quarts.
Gregor & Co's Tarragona . . . \$9.00
Gregor & Co's Old Tawny Port . . . 11.00
Per dozen.
Gregor & Co's Imperial Highland
Whisky . . . 16.00
Gregor & Co's Royal Old Highland
Whisky . . . 24.00

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 29th December, 1904. [33—0]

NOTICES

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per month, proportional to the daily issue is delivered free when the address is accessible to messengers. On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 18, 1905.

ANOTHER ASSASSINATION IN RUSSIA.

Although for the moment the spread of the reform movement throughout Russia may seem to have died away under the forces of Tsardom, which are still strong enough to keep down the unorganized strength of the Russian people, evidence is not wanting that those who are favouring a more liberal and popular administration are determined upon carrying forward the agitation for reform in the internal administration of the Russian Empire. It is gaining momentum daily, and the newly-appointed Minister of the Interior, acting against the most powerful influences, is supporting these popular reforms the promoters of which have declared it to be entirely divorced from any radical revolutionary propaganda. However, soon after the Zemstvo presidents planned to meet publicly the crisis came, and the world over saw that throughout the Tsar's dominions a reign of terror, intensified by political assassination, was about to commence. An attempt was made on the life of the Emperor, followed shortly afterwards by rumour of the assassination of a Grand Duke and the report that the Governor of Warsaw had been murdered. Russian subjects grew bolder and feared not to denounce the existing regime in the open streets of the capital, and there was every indication that the friends of representative institutions had the upper hand. "The upholders of autocracy and bureaucracy, those comprised in the Grand Ducal cabal, were declared to be every bit as desperate and formidable as the ever hit and unplaceable reactionists who killed in embryo the constitution devised and signed by the Tsar's grandfather. It seemed premature to credit Nicholas II. and his counsellors with any change in the administration of internal affairs. There are those among the populace, however, who believe that the Tsar and the bureaucracy will be influenced by assassinations to swerve from a line of policy deliberately pursued. This may have been the motive underlying the act of the two men who have murdered the Grand Duke Alexander and his brother, the commander-in-chief of the forces, and governor-general of Moscow. Their view will find many supporters; but those who entertain the idea that the assassination of an uncle of the Tsar can have any effect in persuading the Russian Government to yield to the demand for liberal institutions will in all probability find that such an act will necessarily tend to postpone reform. To the intervention of the late Grand Duke was due the complete victory of the reactionary party towards the close of last year, when he officially raised objections to the resolutions adopted by the Moscow Town Council advocating freedom of the Press and meeting and popular control over the Government. This naturally aroused the indignation and anger of the populace, who declared their intention of striving by every means and expending every effort to achieve the realisation of a democratic and social organisation which shall free the oppressed Fatherland and put an end to such brutalities as had been perpetrated in the cruel butchery of the participants in the recent demonstrations. Rulers have a good right to ask whether the opponents who adopt such ways of attaining their ends, as these two misdeeds have done, should not be hunted down and suppressed without mercy. Sober and loyal supporters who realise the evils in the state and desire to amend them are discredited by the involuntary association of criminals. The menacing order is driven to be harder than before—even if it were inclined to make concessions. We have seen during the past few months that much calls for a change in Russia, but nothing needs it more than the horrible readiness of some among its people to make use of murder, and we fear that the result of this last example of ferocity will only be to render repression more harsh than it has been in the past.

LOCAL AND GENERAL.

THE Rev. T. W. Pearce has been appointed a member of the governing body of Queen's College.

THE four defendants charged with raiding a Chinese club, and stealing \$20, have been committed for trial.

No dogs brought from Shanghai will be permitted to land in Hongkong for a period of six months from the 12th inst.

THE Italian Naval Estimates show an increase of £45,000 on account of the formation of a reserve fleet and a naval station in America.

SIR Francis Jeune has resigned his position as President of the Probate, Divorce and Admiralty Division, and has received a Peerage.

WE regret to learn that Chevalier Z. Volpicelli, Consul-General for Italy, is laid up at his residence at the Peak, with a severe attack of fever.

A MATCH, Moslem Recreation Club v. Y. M. C. A. (Chinese Dept.) was played at Causeway Bay yesterday, when the former obtained 3 goals, against the Y. M. C. A. nil.

It is reported that the steamer *Scatman*, which cleared from this port for Vladivostok at the beginning of the month, has been captured by the Japanese. She had a cargo of rice from Saigon on board.

WE are glad to be able to announce that Mr. H. M. Davis, Manager of the Hongkong and Shanghai Bank, Shanghai, who is at present suffering from an attack of small-pox and pneumonia, is now progressing favourably.

THE report of the sub-committee appointed by the Sanitary Board to consider and report on the question of reserving a site at Kowloon for a Protestant cemetery, as recommended by the Medical Officers of Health, will be dealt with at a Board meeting on Monday.

IT is notified that Major Radcliffe, 93rd Burma Infantry, is appointed Commandant of the regiment *vice* Colonel Fremonger, whose tenure is about to expire. Major Bernard, 92nd Punjabis, succeeds Major Radcliffe as 2nd in command of the 93rd Burma Infantry.

THE report of the Philippine Weather Bureau just published for the month of September last shows that during that month there occurred in the archipelago 20 earthquakes, only one of which was in Manila. None of the shocks of the 20 earthquakes were of intensity and no damage resulted from them.

NOTICE is given in the Gazette that the Very Rev. Francisco Rodriguez Novat is the duly appointed successor to the late Very Rev. Evaristo Torres, in his office of procurator in Hongkong for the Dominican Missions in the Far East, and proof of such appointment has been placed in the hands of the Governor.

LONDON is very much exercised over a storm of religious enthusiasm that prevails in what is known as East London. Thousands of people have been drawn into the unusual excitement, and the leaders have predicted the immediate destruction of the world and all inhabitants not allied with the present movement.

IT will be seen from our advertisement columns that the boxing match between McCoy's champion middle-weight of the Philippines, and Christie, whose clean record in the ring in Hongkong is well-known, takes place at the City Hall on Wednesday next. In addition to this 20-rounds event, there are other competitions which are likely to prove equally as interesting.

At a meeting of the Sanitary Board on Monday a minute will be presented by the Hon. the Registrar General suggesting that a return be furnished showing the number of applications for modifications of the requirements of certain sections of the Public Health and Buildings Ordinance, considered by the Board and the number of the same that have been granted since the passing of the Public Health and Buildings Ordinance, 1903.

FAVOURABLE report has been made by the Ways and Means committee of the House of Representatives on the bill revising the tariff schedules of the Philippine Islands. This bill, intended for the modification of the local Philippine tariff in harmony with the needs of the situation in the islands, is the one that was prepared by the Philippine Commission, and no material changes are contemplated in it by the committee. It is probable that the measure will pass both houses as it stands, as it raises no issues that affect the United States.

THE British steamer *Carlisle*, Captain Simpson, is in San Miguel bay near Nueva Caceres, P.I., having come in under sail, her propeller being lost. It is reported that the vessel is under a charter to the Russian government and was on her way from Vladivostok to Port Arthur with supplies for the garrison when she lost her propeller. This was nearly three months ago, and she has been trying to make port under sail. Captain Foster of the coast guard cutter *Luzon* will probably tow the vessel to Tobago when arrangements will be made to repair her, and she will proceed to sea again after getting orders.

HONGKONG AND SHANGHAI BANKING CORPORATION.

USUAL BONUS DOUBLED.

HALF-YEARLY MEETING.

The seventy-ninth ordinary half-yearly meeting of the shareholders was held at the City Hall at noon. Mr. A. J. Raymond presided and there were present:—Messrs. J. R. M. Smith (Chief Manager), H. E. Tomkins, Hon. Mr. W. J. Gresson, Hon. Mr. R. Shewan, E. Goetz, H. Schubart, E. Shellin, N. A. Siebs, H. W. Slade, E. S. Wheeler (Directors), F. Salinger, T. Arnold, C. E. Anton, G. H. Medhurst, Hon. Mr. Gershom Stewart, Captain F. B. Goddard, G. B. Dodwell, H. M. H. Nemaze, T. F. Hough, A. Rodge, A. A. Roza, Ho Kom Tong, Ho Fook, S. J. Michael, S. H. Michael, W. H. Potts, E. Kadoorie, C. S. Gubbay, J. C. Peter, C. W. May, G. H. Poits, J. Macarthur, A. G. Wood, W. H. Gaskell, A. Forbes, D. D. Gazdar, J. A. Chino, N. J. Shabb, P. C. H. Potts, W. H. Wickham, S. Hancock, W. G. Pirie, H. C. Golla, W. A. Cruickshank, C. Gonsalves, E. Georg, Lo Cheung Shiu, J. Maclean, J. M. S. Alves, and F. B. Marshall.

The Chief Manager having read the notice convening the meeting,

The Chairman said:—Gentlemen, I think you will all join with your directors in looking on the report that I have just read as a very satisfactory one. Besides the usual dividend of £1. 10/- per share, we propose paying a bonus of £1. 10/- per share. As we are also able to provide for the transfer of one million dollars to silver reserve fund and write two lines of dollars off bank premises account, we feel justified in recommending the increase of the 10/- bonus, which you have been accustomed to receive since 1899, to £1. on this occasion. The higher rate of exchange on the 31st December, at which the dividend for this half year is declared, lessens the amount in dollars, compared with the corresponding period last year, to an appreciable extent; our funds in the East were well employed during the six months and we had to deal with easier money in the home markets, other favourable circumstances also helped to swell the profits for the period under review, and for these reasons I would recommend you not to build your hopes on a continuation of the £1. bonus, but rather to consider the present as an exception. Under these circumstances we thought it only right that the staff should be admitted to a share in the Bank's prosperity; they have all worked well and the results shown give ample proof of this and speak eloquently as to the way in which your interests have been looked after, and in voting the members of the staff a well deserved bonus of 15 per cent. on their salaries, your Directors felt that they were only anticipating and giving effect to what would be your own wishes in this respect. I may mention that, as customary, full provision has been made for all bad and doubtful accounts and I trust the proposed distribution of profits will receive your approval. Comparing the various items in the balance sheet with the previous report, you will observe that as usual our note circulation is higher than in June half year, and at \$16,422,393 shows an increase of \$163,349 over the corresponding period in 1903. There is a falling off in silver current accounts of \$5,000,000 which may be chiefly put down to money being in strong demand towards the end of the year. Silver fixed deposits have increased \$2,000,000. Gold fixed deposits and current accounts show a total increase of close on £2,400,000. This is largely accounted for by proceeds of loans temporarily deposited with our London office. Bills payable are lower by \$30,000,000. On the other side taking the amounts of cash, coin lodged with the Government of Hongkong against excess note issue, and bullion in hand and in transit, together, there is no appreciable difference in the total figures. Indian Government Rupee paper is practically the same, but Consols, Colonial and other securities stand at \$9,214,974.98 as against \$6,713,396.66. Sterling reserve fund investments remain unchanged. Bills discounted, loans and Credits are about \$1,500,000 less, while Bills Receivable at \$115,009,136.44 are higher by fifteen million dollars, but this is chiefly due to the increased funds in London already referred to, which enabled our office there to carry a larger proportion of our Eastern remittances than usual and is reflected in the reduced amount of Bills rediscounted as noted in the margin of the report. The war continues to be a very disturbing element in the Far Eastern mercantile world, dislocating ordinary trade channels and making general business difficult and unsettled. I will not venture to forecast the end, but for the sake of humanity, the happiness and well being of the people of two great nations, as well as in the interests of trade and commerce, it is earnestly to be hoped that the conflict will soon be terminated. When peace does come, I trust sincerely that the hopes which have been so confidently expressed of the permanent opening up to the trade of the world of these regions where the scene of the war is placed, will be fully realized, and that every nation will participate on equal terms in what will undoubtedly prove to be large and important markets for us all. A return of confidence must follow the restoration of peace, and with this should come a revival of trade, fresh developments and new enterprises in China a situation which this Bank from its position and resources out here is ready and able to take full advantage. I have now to refer to a matter which I am sure you will all be sorry to hear about, and that is the retirement of Sir Ewen Cameron, our senior manager in London. He has been stricken with a severe illness and was very anxious that the directors should accept his resignation. I need hardly say that it was only in deference to his own wishes that we acceded to his request, and we did so with great reluctance, deep regret and sincere sympathy for himself and family. Sir Ewen Cameron's name will have a prominent place in the his-

tory of the bank. He joined here in 1867, shortly after the Bank was started, and he has had a very large share in raising it to its present position. His ability, tact and kindly disposition commanded success wherever he has served the bank. Many of you will remember him as manager in Shanghai where, as also in the north of China, he did so much to build up our business. I can look back myself 24 years in Shanghai and at that time there was no better known or more popular resident in the settlement than Mr. (as he then was) Ewen Cameron. A man of broad views and sound judgment, he took a prominent part in negotiating the early loans issued by the bank for the Imperial Chinese Government, and the friendly relations which were then established between that government and the bank, I am glad to say, exist to-day and I hope will always continue. Since he went to London he has also taken the leading part there in negotiating the various Chinese and Japanese Government loans which it has been the bank's good fortune to be so prominently associated with. His marvellous energy and whole hearted devotion to the general interests of the bank, and its Shareholders are well known to you all but perhaps nowhere has he done better service than in the City of London, where he made many good and influential friends for the bank.

Mr. F. Salinger seconded and said:—I have much pleasure in seconding the adoption of the very satisfactory report and accounts which have been laid before us. The position attained by this institution, through the zeal and energy of all connected with it, is one of which we may feel proud. I am sure that all the shareholders will appreciate the £1 bonus, and though the Chairman has remarked that we may not always be so fortunate, I am convinced that, under the present able management, we may look forward to the future with all confidence. I cannot help expressing the sincere regret which must be felt by all at the retirement of Sir Ewen Cameron, and more especially at the very sad reasons for it.

The resolution was put to the meeting and carried with acclamation.

Mr. Arnold proposed the re-election of Messrs. H. E. Tomkins, A. J. Raymond and N. A. Siebs to the Directorate.

Mr. Anton seconded and the motion was agreed to.

Mr. Medhurst proposed, and the Hon. Mr. Gershom Stewart seconded the re-election of Messrs. A. G. Wood and W. Hutton Potts as auditors, and this was also agreed to.

The meeting terminated with a vote of thanks to the Chairman who announced that the dividend warrants would be ready on Monday.

NAVAL NOTES.

The British battleships *Glory*, *Ocean*, *Vengeance*, and *Centurion*, and the cruisers *Sully*, *Hogue*, *Andromeda*, *Iphigenia* and *Asi* returned from Miss Bay this morning.

The United States battleship *Oregon* lost a torpedo while at practice off Saugrey point the latter part of last week. There is no danger to navigation owing to the war zone not having been attached. It is said the government will suffer a loss of \$3,000 should it not be recovered.

TO THE "SULLY."

The s.s. *Sully*, chartered by the Hongkong Salvage Syndicate, to carry on the salvage operations on the French armoured cruiser *Sully*, ashore on the coast of Tonkin, French Indo-China, left this afternoon for the scene of the wreck with the salvage party and gear, in charge of Mr. James Watt Jameson.

THE "ADAMASTOR" TO ENTERTAIN. Invitations have been issued by the Captain and Officers of the Portuguese cruiser *Adamastor*, to a *reunion* to take place on board to-morrow, Sunday, at 3 o'clock in the afternoon. Launches will leave Blake Pier at 2.30 p.m. to convey the guests on board. This party will be of the nature of a tea party, with an informal concert, and is given in return for the hospitality extended to the hosts during their stay in the port.

THE CIVIL SERVICE.

SALARIES OF THE SUBORDINATES.

The local Press announced a few weeks since that the subordinate members of the Hongkong Civil Service had, for the third time, petitioned the Government, urging forcefully the incommensurate increases the lower branch of the service had received to the disproportionate higher cost of living in the Colony. As anticipated in our columns, the clerical branch of the Government service, who are the people principally affected, stood but little chance of success in their endeavour to secure any improvement in their condition which, as compared with their brethren in the commercial *hong*, is anything but an enviable one. Not that their case deserves less consideration; but, as was pointed out, they needed that "backing" which was promptly forthcoming when "Exchange Compensation" was under consideration for the favoured *mer*. Nor was the support wanting when later the question of "double compensation" arose; for the Legislative Council to a man voted in favour of the officials. The Subordinates have received their reply. Their latest petition has been negatived. The Colonial Secretary informed the petitioners, that Government had given their decision previously and would not again re-open the subject for consideration. Meanwhile, the Hongkong goes merrily on, and why should any one concern himself with it so long as he draws a comfortable competence and is compensated—and that twice over—for any loss which the decreasing purchasing power of the dollar entails?

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

RUSSIA IN REVOLT.

GRAND DUKE SERGIUS

BLOWN TO PIECES.

[From Our Own Correspondent.]

London, 16th February,

5.40 p.m.

The Russian Grand Duke Sergius has been blown to pieces by a bomb thrown by two men in a cab, near the Kremlin at Moscow.

The assassins have been arrested. [The above was issued in an "Extra" this forenoon.—Ed. H.K.T.]

THE CRUISE OF THE FLEET.

OPERATIONS IN MISS BAY.

The fleet, under Admiral Sir Gerard Noel, left harbour on Tuesday forenoon, 14th inst., and steamed in an Easterly direction. After nightfall speed was increased and various tactics were carried out in a somewhat heavy sea, in which even the greatest of the battleships grew lively while breaking the spray and waves over their foremost turrets. It is supposed that a torpedo attack was to be delivered against the ships, but no actual conformation is to hand that such was the case! The fleet, however, kept clear of torpedo boats, and the attack, if attempted, was not successful. On Wednesday, all ships moored at Miss Bay, performing evolutions and drills. On Thursday morning, several hill-tops were, by supposition, the strongholds of an enemy's force, and were made the interesting object of an attack delivered by land and sea. Each ship landed her companies of men, with field equipment, and under cover of the guns of the fleet, a landing was effected. The landing parties were safely taken ashore and everything ready, the flagship fired a signal gun and the attack commenced, the ships keeping up a fire on the positions. All men entered with keen interest into the attack, and the assaults were delivered with dash and rapidly on three positions simultaneously after which the men re-embarked. Friday was spent in towing target practice, and to-day, just forenoon the fleet, led by the Flag-ships *Glory* and *Ocean*, entered harbour in two lines and went to their appointed buoys. It is believed they again go to sea on Saturday next.

THE WIDOWS AND ORPHANS' PENSION FUND.

In their report on the Widows and Orphans' Fund for 1904, the directors state that the amount to the credit of the fund on the 31st December last was \$196,535.75, including \$10,383.31 for interest, as per statement appended. The average monthly contributions amount now to about \$2,300. On the 31st December, 1903, the number of contributors on the books was 435, and on the 31st December, 1904, 449, of whom 169 are bachelors, 269 are married men, and 11 are widows. During the year, 68 officers joined the fund, 34 left, and 6 died. The total number of children on the books is 369. There are in the list 27 pensioners, whose pensions aggregate \$3,283.83 per annum. Of the 54 who left, 43 resigned Government service, and 11 were dismissed.

SHIPPING NEWS.

Captain Hamer of the German s.s. *Hohentien* reports:—"On a voyage from Soerabaya to Hongkong the vessel struck in Macassar Strait in 5° 26' South and 118° 50' East of Greenwich an uncharted coral rock. The Light of Dayan Dayan in Bears' E. by N. magnetic, distance 16 miles S.E."

The *Glasgow Herald* Shipbuilding and Engineering Annual for 1905 gives some very interesting information regarding the progress of Colonial shipbuilding in various parts of the British Empire. Speaking of Canada that journal says "that progressive as that country is there are more hopes of shipbuilding in other and more outlying portions of the Empire." In the report of the Hongkong and Whampoa Dock Company, for instance, there may be noticed a large steamer. This vessel is the largest yet built at the port and a few years ago the Company would have hesitated very much before attempting such a contract. But now they can take such orders and can compete with other builders in any part of the world, in spite of the fact that all materials have to be imported. The vessel referred to is the *Ris Ling*, which is of 3,700 tons register and 1,600 I. H. P.

SHIPPING AND MAILS.

MAILS DUE.

French (*Oceanien*) 21st inst.

Indian (*Catherine Apcar*) 21st inst.

American (*Manchuria*) 25th inst.

Indian (*Namang*) 1st prox.

Canadian (*Albion*) 2nd prox.

The s.s. *Lawther Castle* left Manila this morning (18th inst.)

The M. M. Co's s.s. *Oceanien*, with the next French Mail, was to leave Saigon to-day at 3 p.m., for this port.

The O. S. S. Co. & C. M. S. N. Co's s.s. *Alva* left Shanghai yesterday, and may be expected here on 19th inst.

TELEGRAMS

[Reuter's]

Parliament.

LONDON, 16th February.

Mr. Asquith's amendment on the fiscal question has been introduced, but the debate is lifeless. A division is expected to-night.

The Third Baltic Squadron.

The Third Baltic squadron has left Libau. Later.

Naval Disaster.

An explosion has occurred on board a British submarine at Queensdown. A sub-lieutenant and three others were killed, and fourteen injured.

[Cablenews.]

Mukden to be abandoned.

San Francisco, 14th February.

Kuropatkin is preparing to abandon Mukden. The first temporary stopping place will be Telin and from there the retreat will continue by easy stages until the army reaches Harbin.

The demoralization of the troops in Manchuria and the doubt and uncertainty that prevails in St. Petersburg with reference to augmenting the present army, has rendered further offensive operations on the part of Kuropatkin's force impossible, and the policy of keeping out of the way will be pursued until such time as the commanding general shall feel able to cope with the forces of Oyama.

The railroad will be destroyed as the Russian forces abandon the province, but owing to the solidly frozen earth it will be practically impossible to render the grade useless to the Japanese, and the line now in the hands of Oyama will be rapidly extended over whatever territory may be abandoned by or won from the Russians.

Extensive barracks have been established along the entire line between Mukden and Harbin and everything is complete in anticipation of the escape from the victorious Japanese. There is general rejoicing in Mukden over the preparation of the Russians to abandon the ancient city and the inhabitants will gladly welcome the advent of the Japanese.

ST. ANDREW'S, KOWLOON.

At the Kowloon Institute last evening a meeting was held to discuss the affairs of the new church, and to consider means for securing fittings, etc.

His Worship, the Bishop of Victoria, who had convened the meeting presided, and there were also present the Revs. F. T. Johnson, J. H. France, F. Icely, and Messrs. E. Osborne, A. Pryer, E. C. Wilks, E. C. Lewis, and others, among whom were several ladies interested.

After the plans of the church had been handed round, the Bishop said that the meeting was called to talk about matters connected with the new church. As they already knew, Sir Paul Chater had made a present of this church to the Colony, and the church was now in process of erection, and there was every reason to hope that on St. Andrew's Day they would be able to consecrate St. Andrew's Church. A deed of trust had, among other things, to be drawn up, and the idea was to invest it with the Cathedral Church itself, with a vestry at Kowloon, by whom the affairs of the church would be governed, the deed of trust being so held as to prevent it from being alienated at any time for any other purpose. To have a vestry they must have a congregation, and the speaker hoped soon to have both. The trust deed, when drawn up, would be made part of the consecration service, and held by the Bishop of the Colony. Then there was the question of the Chaplain, and for this the Cathedral Body had arranged to contribute for three years the sum of \$2,000 as part of the Chaplain's stipend, he also working for the Cathedral when required, until the Kowloon church could run alone when his connection with the Cathedral would be severed, and he hoped that that would be before the three years were up. Then there was the question of the internal furnishings and lighting, and these required planning and subscription. His idea was to form a national representative committee for this work, and there were no doubt several persons, like himself, who would wish to give some of the furnishings to the Church. Details could not of course be decided at a meeting like this; they must be left to such a committee, to which ladies should be invited to join that they might aid by their handiwork.

The Rev. Icely said that so long as a Naval Chaplain was connected with the Church the Naval Communion Plate could be used, and he asked the committee to keep this in mind as he would not be in the Colony himself. The Rev. F. T. Johnson then proposed that the committee be formed, consisting of His Lordship, the Bishop of Victoria, Rev. C. Gordon Vaudin, Rev. F. T. Johnson, and Messrs. A. Bryer, J. C. Lowe, J. P. Plummer, E. C. Wilks, E. Osborne, E. C. Lewis, W. King, and Dr. J. H. Swan.

After discussion it was decided to add the names of Messrs. W. C. Jack and J. Welsh, which was carried.

This concluded the business of the meeting.

VOLUMINOUS official correspondence has been published at Calcutta on the subject of fixing a standard time for India and Burma. The initial letter from the Government of India last July invited the opinions of local bodies upon two proposals, which the Government of India is prepared to accept, namely: (1) For an Indian standard time for use upon all Indian railways and telegraphs in India, nine minutes in advance of Madras time; and (2) for Burma, a standard time for similar use in Burma, five minutes in advance of Rangoon time. The two proposed times are respectively exactly 5½ hours, and 6½ hours ahead of Greenwich time.

TURN TOPICS.

18th February.

All this morning's gallops were over the grass course which was far from being fast. The jockeys were of opinion that it was positively slow.

Cumming rehearsed every one of the Kings, Scottish, with him in the saddle, opening the ball. All the Kings carried a light blanket on their backs girthed with a light belly band.

The times were:—

Scottish King,	Umbrian King,
1½ mile.	1 mile.
40	36
40	36
38	35 4/5
36	31 3/5
31 2/5	21 2/5

Saxon King,	Tuscan King,
1 mile.	1 mile.
32	36
35	35
33	35
34	33 2/5
21 6	21 2/5

Ca Canby (Johnstone),	Highland Chief (Clarke), Alarm,
1 mile.	1 mile.
36	37 4/5
35½	38 1/5
34½	36 1/5
32	31 3/5
21 8	21 2/5

R. O. S. B. (Johnstone),	Sport Royal (Clarke),
1 mile.	Highlander, ("boy"),
	1½ mile.
39½	36½
36	35½
36	35½
33½	38½
	35
21 5	301

Pulka (Gresson), (1st); The Professor (Abel),	Border Raider (Johnstone) (2nd),
1 mile.	1 mile.
35	32 1/5
35 2/5	104 1/5
37	
34 3/5	
32	
21 4	

Somali (Hays),	Blackbird (Vida),
1½ mile.	inside course.
	1 mile.
33	31
34	33
35 2/5	33½
37	34
35 3/5	
21 5	21 2/5

Times for Patrimony, Forward, and Wee MacGregor missed.

A sad accident befell our popular and extremely good natured jockey, Mr. Clarke. He took out Highland Fling to gallop with Wee Macgregor. On going up the Straight the vicious pony bolted. All Mr. Clarke's skill in horsemanship could not control him, and the pony went full gallop right round the wrong course making a straight dash up the bridge and back to his stall which is in the last of the stables at the farthest end of the enclosure. All the while, Mr. Clarke was firmly seated in the saddle, but as the pony rushed into the stable, he was knocked against the wall and thrown off, unconscious, to the ground. No doubt, he had lost his wind. Mr. Macdonald (Highland Fling's owner) rushed up to where Clarke was lying and by means of ice restored him to consciousness. A Naval doctor was at once telephoned for from the Naval Hospital, who with commendable promptitude answered the call with stretcher and bearers, in the person of two "Handymen." Mr. Clarke was then removed to the Naval Hospital.

Highland Fling is a fidgety sort of animal, often exhibiting symptoms of nervousness on the course, when he is given to the nasty and dangerous knack of "swerving" on what might seem to be like a pivot, if the expression be allowed. When he is led out he should be avoided.

To-morrow's final gallops will be intensely interesting. The first lot of ponies will be going out at six, and later at ten in the forenoon we shall see the last lot before the races on Tuesday.

EARLY BIRD.

From inquiries made later in the forenoon as to Mr. Clarke's condition, we were courteously informed by the hospital authorities that the accident was, fortunately, not of a serious character. Mr. Clarke sustained only slight concussion, and no bones were broken.

Later.

Just before going to press we made further inquiries and ascertained that Mr. Clarke was still confined to hospital where he is doing as well as can be expected.

PRETTY WEDDING AT THE UNION CHURCH.

A very pretty wedding was solemnised at the Union-Church this morning, the contracting parties being Mr. Alan Stevenson, the popular assistant manager of the Dairy Farm, and Miss Mabel Clarke, a charming young Hampshire lady, who only arrived in the Colony yesterday direct from home. Over a hundred invitations to be present had been sent out, and the majority being accepted, there was a very good attendance both at the church and at the reception subsequently held at the Hongkong Hotel. Rev. C. H. Hickling officiated at the ceremony, and Mr. J. E. Walker acted as best man. The happy pair left in the afternoon amid showers of blessings and good wishes for Macao, where the honeymoon is to be spent.

GOING HOME.

RELIEF FOR DESERVING CASES.

The case of the two unfortunate young men, Messrs. Woodington and Rae, who were brought out from Home to take up appointments, under contract, on the Manila-Dagupan Railway, Philippines Islands, and who were dealt with under the Philippines Alien Immigration laws, with the result that they had to spend a long time in the local House of Detention, is too new in the minds of our readers to need any recapitulation as to details. It will suffice for us now to say that our representations of their case, so deserving as it is, has borne good fruit, and we are pleased to be able to announce that passages have been secured for these unfortunate men, by the Government on the s.s. *Ajase*, sailing on Monday next for England. The men are of course destitute, and a few sympathisers have kindly promised donations, in their behalf, in order that they may have a little money in hand on arrival in the home country. The case has been of so deserving a nature that it has appealed to the Government, which has done all, and more, than could have been expected of it, and it is sincerely hoped the assistance and relief now afforded will enable the men to re-secure their old positions in England.

THE CRIMINAL SESSIONS.

The Chief Justice (Sir Henry S. Berkeley) took his seat at ten o'clock this morning, and opened the business of the February Sessions.

THE HOLLYWOOD ROAD FIRE.

LIFE SENTENCES.

Chang Chung and Tang Hop were charged with arson, by setting fire to a dwelling house, persons being therein, at 168 Hollywood Road, on the 12th January.

Prisoners both pleaded not guilty. The following were sworn jurors:—Messrs. W. S. Brown, (foreman), E. O. Wilks, E. Thomas, E. Smith, Phillip Plage, J. McCorqudale and F. Kiene.

The Hon. Attorney-General (Mr. E. H. Sharp, K.C.) in outlining the case, said there were a number of people sleeping at the time in the house in question some of whom unfortunately died as the result of the fire which the accused were charged with igniting. The prisoners were the cook and coolie employed on the ground floor where the fire broke out. Shortly after two o'clock in the morning of the 12th January, a Chinese police sergeant on duty was passing the house in a chair when he saw the first prisoner standing outside the house looking into the shop and calling "Fire" at the top of his voice. The sergeant got out of the chair and looked into the shop, but could see no sign of fire. The sergeant arrested him, and also the second man, who then ran out of the shop. Immediately afterwards fire suddenly broke out and spread with terrible rapidity, there being now a very strong smell of kerosene coming from the shop. The sergeant said to the first prisoner "This is your doing," to which he replied "I could not help it, my master ordered me to do it." He afterwards said his master had gone to Canton. These premises, Counsel said, were an absolute death-trap. It seemed that the houses in Hollywood Road, and Square Street, stood back to back, but the level of Square Street was very much above the level of Hollywood Road, and the only means of escape from three-stories of the houses in Square Street was through the houses in Hollywood Road. The reason for the crime was the usual reason—to defraud the insurance company, the premises having only recently been insured for \$1,500, and it was in evidence that an attempt was made to insure it for more.

A number of witnesses were called, all of whom spoke to perceiving a very strong smell of kerosene coming from the building. The fire spread with remarkable rapidity. When the prisoners were taken to the police station, they denied all knowledge of the fire.

A police constable who assisted in extinguishing the fire spoke to finding inside the shop kerosene tins, and a broken lamp, and a fire *et alie* in the centre of the room.

Inspector Gourlay was called and spoke to the recovery of a number of bodies.

Prisoners both alleged that they were asleep at the time. The first one said he was awakened by the smell of fire, and the second by the first prisoner calling out "Fire."

His Lordship, in summing up, said that in deliberately setting fire to a house wherein people were sleeping, was the most heinous offence with which any man could be charged. The consequences of the fire in this case had been terrible in the extreme, ten persons having been burned to death. One man had only time to snatch up his infant son, run on to the third floor, and with the assistance of others, broke down a partition, and got into the next house. This man was apparently unable to save his wife and two daughters, whose dead bodies were subsequently found on the ground floor, having fallen through from the room they occupied above. His Lordship pointed out that the shop was heavily insured, and yet on examination after the fire, not a vestige of stock or furniture could be found.

The jury after retiring to consider their verdict found both prisoners guilty.

His Lordship, in passing sentence, said: You have been found guilty on the clearest possible evidence of the atrocious crime of setting fire to a house in which you knew people were sleeping regardless of the consequences that might ensue, and merely for the purpose of getting some few dollars from your master. The result of your wicked deed has been that no less than ten persons, men, women and children lost their lives on that night. Were you to pay the penalty with your own lives, in my opinion the punishment would not be too severe. I have not the power to pass sentence of death upon you for this offence, but however the law allows me to give you a very terrible punishment, and I propose to do so. You are sentenced to imprisonment with hard labour for the term of your natural lives.

SINGAPORE DOCKS.

In connection with the taking over of the Tanjong Pagar Dock Company's undertaking by the Colony, there is one supremely important point, remarks the *Free Press*, that has not yet been touched upon. In what position will the new Directing Board or Trust stand as compared with the Tanjong Pagar Board of Directors as regards supplies of material and machinery? We trust that the management will be in a perfectly independent position. Consider for a moment what it would mean if that supremely contemptible business anachronism, the Crown Agents, were to put forward pretensions to handle the supplies of materials for the new Board. The very idea is a nightmare. We do not want any more red flannel petticoats instead of sarongs, which was what, for the Medical Department, the Crown Agents' intelligence was once equal to perpetrating. It is some comfort to know that the local Government has gone far to make such a *dehete* impossible by declaring that it will place the business management entirely in the hands of the selected Board, and will only exercise control in matters of policy, that is to say, we take it, where due recognition has to be given to necessities, Imperial or naval, arising out of political relations, and thus outside the mere working of the Port as a commercial maritime facility. Seeing that the great programme of dock building and wharves reconstruction will be outside the purview of the Colonial Public Works Department, and will be carried out entirely by the engineering staff and contractors of the Harbour Board, we do not well see that the Crown Agents can invent any pretext for intruding. They may rest content with their erection of a monument to their own extravagance and incapacity in the form of the Singapore-Kranji Railway, and with the consciousness of having worked mischief enough to make their name a local by-word for a generation.

COMMERCIAL.

WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly & Potts write in their report of 17th inst.:—

The market during the week under review has remained quiet, principally owing to the continued tightness of money, but rates on the whole have ruled fairly steady.

The Green Island Cement Company, Ltd., has advertised its sixteenth ordinary annual meeting of shareholders for the 25th February. The transfer books will be closed from the 24th inst. to the 6th prox. both days inclusive.

Banks.—Hongkong & Shanghai Banks have been in demand and have changed hands at \$72½, closing with further inquiries. In London, the quotation has risen to £77.10½. Nationals have been sold at \$36.

Marine Insurances.—Cantons have found buyers at \$60 and \$26½ and close in further request at the latter rate. China Traders have been done at \$58, \$58½ and \$59. Unions can be placed at \$57½. Yangtzes and North Chinas are quiet at quotations.

Fire Insurances.—Hongkong Fires have further appreciated in value and are now required for \$115. China Fires have been bought at \$93 and more shares are wanted.

Shipping.—Hongkong, Canton and Macao Steamships have improved and are in demand after sales at \$26, the dividend of \$1 paid on the 15th inst. Indo-China's have been negotiated at \$125 and \$26, closing steady. There are buyers of Hongkong Steamships at \$33½ while China and Manilas remain without change at \$23. Star Ferries are quoted at \$38 and \$29 for the old and new shares respectively.

Refineries.—China Sugars have been booked at \$126 and \$25 and are required for at the latter rate. There is no alteration in other stocks in this section.

Mining.—Chinese Engineering are in demand at \$15, 7.60 after changing hands at \$15. 7.50. Raubs have been booked at \$3½.

Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks continue in request at \$210. Franchises were sold at declining rates down to \$115, but have since recovered and now close in demand at \$150. Kowloon Wharfs have inquiries at \$102½ for the old, and at \$110 for the new issue. Hongkong Wharfs are still required for \$115. 140.

Land, Hotels and Buildings.—Hongkong Lands have been disposed of at \$130. Shanghai Lands are reported sold at \$115 ex the final dividend and bonus of altogether \$15. 5 paid yesterday. Hongkong Hotels continue in request at \$141. Humphreys Estate have been dealt in at \$11.60; the closing quotation is \$12.

Cotton Mills.—Sales of Hongkong Cottons have taken place at \$14.

Cigars and Tobacco Factories.—Owing to the announcement of a final dividend of \$15. 6 per share, Sumatras have jumped to \$15. 75 and are wanted at the rate.

Miscellaneous.—Green Island Cements have been purchased at \$19 and close with further buyers. Hongkong Cements have sellers at \$242 ex the final dividend of \$13 paid on the 14th inst. China Providents have been done at \$8½ and \$8½. Electrics (old issue) have improved to \$15½ and Steam Laundry (new) can be placed at \$4½. Steam Water-boats have been fixed at \$19. Central Stores (new issue) are asked for at \$7. Shanghai Gas shares have advanced and can be placed at \$110. The Company will pay a final dividend of \$15. 5, making \$15. 8½ per share for the past year. Langkats have declared a first interim dividend of \$15. 7½ per share account 1905, payable (probably) on 15th March. Shares have weakened to \$15. 25½ at which rate, however, there are buyers.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—
On the 18th at 11.40 a.m. The barometer has risen in Japan and fallen throughout China, and to a less extent in Formosa and over the neighbouring portion of the Pacific.
The depression in the north has passed into the Pacific still moving towards the ENE.
Gradients are moderate on both the east and south coasts of China and moderate to fresh NE monsoon will prevail in the Formosa Channel and in the northern part of the China Sea.
Forecast:—Fresh E. to NE. winds, overcast, fair.

To-day's Advertisements.

BOXING! BOXING!

CITY HALL.

WEDNESDAY, 22nd February, 1905.

MAIN EVENT OF 20 ROUNDS, Between MCG VY, Champion Middle-weight of the P. I., and CHRISTIE, Hongkong.

10 ROUNDS CONTEST, Between ROBERTS, R.W.K., and CONNOR, R.W.K., for Welter-weight Championship of Regiment.

6 ROUNDS CONTEST, Between KING, R.W.K., and KIRBY, R.W.K., and other preliminaries.

Doors Open at 8 P.M., Commence at 9 P.M. sharp.
Tickets: Prices \$5, \$3, \$2 and \$1, to be had at Dallys and Wards and principal Hotels, Hongkong, 18th February, 1905. [265]

PUBLIC AUCTION.

THE Undersigned have received instructions from The Honourable the Director of Public Works, to sell by PUBLIC AUCTION, ON FRIDAY, the 24th February, 1905, at 11 A.M., at the Government Stores, Wanchai, A QUANTITY OF OBSOLETE AND CONDEMNED STORES.

TERMS:—As usual. HUGHES & HOUGH, Government Auctioneers, Hongkong, 18th February, 1905. [268]

QUEEN'S COLLEGE.

ESTABLISHED TERM begins FRIDAY, 24th February, at 9 A.M.
Full information is given in Notices posted outside the College main door. Hongkong, 18th February, 1905. [267]

NOTICE.

WHEREAS persons have been maliciously stating that TUNG KEE and WING KEE (or CHICO) carrying on Business at Nos. 66, 68 and 70, Des Vaux Road, are insolvent with heavy liabilities: This is to give notice that these rumours are entirely false and that a REWARD will be paid to anyone giving information procuring the conviction of the persons spreading such rumours.
WING KEE & Co.
Hongkong, 18th February, 1905. [266]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship "LOONGSANG," Captain G. S. Weigall, will be despatched on FRIDAY, the 24th instant, at 4 P.M. This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to J. R. DINE, MANHESON & Co., General Managers. Hongkong, 18th February, 1905. [269]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "MALACCA," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.
Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.
All Claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.
No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 18th February, 1905. [2]

EXCURSION TO MACAO.

THE Splendid Steamer "YING KING," Captain Page, will make an EXCURSION TRIP TO MACAO, ON EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseus*'s wharf at Macao.

FARE: 1st Class Single Ticket \$2.00, with Cabin \$3.00. Return " \$3.00, " \$5.00. Time and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., Ltd., S. A. NORONHA, Macao Agent, Hongkong, 2nd September, 1904. [16]

To-day's Advertisement.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the half year ending 31st December, 1904, at the rate of One Pound and Ten Shillings together with a Bonus of One Pound Sterling per Share of \$125, is payable on and after MONDAY, the 20th day of February current, at the Offices of the Corporation where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors, J. R. M. SMITH, Chief Manager, Hongkong, 18th February, 1905. [270]

Intimations.

YOU WANT PROVISIONS AND WINES IN 1905.

GET YOUR SUPPLIES FROM

R. Perez & Co.

(SUCCESSORS TO

A. CHAZALON & Co.

AND

G. GIRAULT

6, QUEEN'S ROAD CENTRAL, Opposite Connaught Hotel.

Who are Suppliers of High Class

Wines, Spirits and

Provisions,

French Bakers,

Navy Contractors,

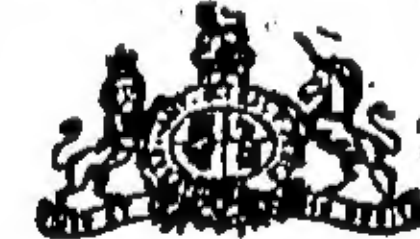
and

Commission Agents.

BRANCHES:

HONGKONG, SHANGHAI, HANKOW.

Hongkong, 7th January, 1905. [31]



THE POPULAR SCOTCH

IS

"BLACK & WHITE"

JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING

and

H.R.H. THE PRINCE OF WALES

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"PINGSUEY"	3rd March.
GLASGOW AND LIVERPOOL	"ANTENOR"	5th March.
GLASGOW AND LIVERPOOL	"ULYSSES"	7th March.
GLASGOW AND LIVERPOOL	"PYRRHUS"	10th March.
GLASGOW AND LIVERPOOL	"ALCINOUS"	13th March.
GLASGOW AND LIVERPOOL	"ALCINOUS"	18th March.
GLASGOW AND LIVERPOOL	"OANFA"	21st March.
GLASGOW AND LIVERPOOL	"KAISOW"	24th March.
GLASGOW AND LIVERPOOL	"AGAMEMNON"	28th March.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
* GENOA, MARSEILLES & L'POOL	"PATROCLOS"	20th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"PINGSUEY"	6th March.
all PACIFIC COAST PORTS, via		
NAGASAKI, KOBE AND YOKOHAMA	"OANFA"	24th March.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th February, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
CEBU AND ILOILO	"BUNOKIANG"	20th February.
SHANGHAI	"WONGHONG"	20th "
NINGPOO AND SHANGHAI	"BZOHUAN"	21st "
MANILA	"FEAN"	21st "
SHANGHAI	"SHAOHSING"	22nd "
SHANGHAI	"HANGHONG"	22nd "
SHANGHAI	"PAOTING"	23rd "
CEBU AND ILOILO	"HANGSHA"	23rd "
SHANGHAI	"KAIHONG"	23rd "
TIENTSIN	"KALANG"	24th "
SWATOW, AMOY, CHEFOO & TIENTSIN	"KANSHU"	25th "
PORT DARWIN, THURSDAY ISLAND,	"OBIELI"	25th "
COOKTOWN, CAIRNS, TOWNSVILLE,		
BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	13th March.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unsurpassed table. A duly
qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

M.S.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th February, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 25th Feb., at 10 A.M.
ZAFIRO	2540	A. Fraser	"	SATURDAY, 4th March, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th February, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK VIA SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	For	Sailing Dates
"ARAGONIA"	5,198	Schuld	March 5th, 1905.	
"NICOMEDIA"	4,370	Wagner	March 31st, "	
"NUMANTIA"	4,370	Brehmer	April 29th, "	
"ARABIA"	4,483	Bahle	May 11th, "	

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, General Agent.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Schuld	March 5th, 1905.
"NICOMEDIA"	4,370	Wagner	March 31st, "
"NUMANTIA"	4,370	Brehmer	April 29th, "
"ARABIA"	4,483	Bahle	May 11th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

NOTICE.

BOO CHEONG, of No. 20, Pottinger
Street, has always on hand
FIRST-CLASS WRITING AND PRINTING
PAPERS, AND STATIONERY
of every variety.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 16th February, 1905.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
surpassed Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" 1,300 Tons. P. MARTIN.
"KWONG TUNG" 1,238 Tons. H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.

Passage Fare—Single Journey \$4.
Meals \$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered,
is the newest, fastest, and most luxuriously fur-
nished steamer on the line and is lighted
throughout with Electricity; hot and cold water
service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY,
WEDNESDAY and FRIDAY EVENING,
at 9 P.M., and returning from Canton every
following evening at 5 P.M.

1st Class, \$3.00 for Single Journey.
2nd " 1.50
Meals 1.00 each.

The steamer's wharf is at the Western end
of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.

WENDT & Co.,
Canton Agents.

Hongkong, 24th June, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M., and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 10 cents; Stewards, 10 cents.

TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning-passengers only, at an extra charge
of \$2.

On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.

First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.

The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"SATSUMA" 20th Feb., 1905.

"RICHMOND CASTLE" 4th March, "

"SAINT FILLANS" 17th " "

For Freight and further information, apply
to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 9th February, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched for the above
Ports, on WEDNESDAY, the 8th proximo, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A duly qualified Surgeon and Stewardess are
carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents,

Hongkong, 16th February, 1905.

Shipping—Steamers.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA,"

Captain Pearson, will be despatched as above,
TO-MORROW, the 19th instant, at Daylight.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 18th February, 1905.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"LAISANG,"

Captain P. M. B. Lake, will be despatched as
above, on TUESDAY, the 21st inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 13th February, 1905.

COMPAGNIE DES MESSEAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND
YOKOHAMA.

THE Company's Steamship

"OCEANIAN,"

Captain Oliver, will be despatched for the
above Ports, on or about the 21st instant.
For Freight or Passage, apply to
L. BRIDOU,
Acting Agent.

Hongkong, 15th February, 1905.

Consignees.

FROM ROTTERDAM, ANTWERP,
PENANG AND SINGAPORE.

THE H. A. L. Steamship

"ITHAKA,"

Captain Eckhorn, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 23rd February will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 23rd February, at 5 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 16th February, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge or remaining
on board after 12 o'clock, Noon, the 18th instant,
will be landed at Consignees' risk and expense
into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th February, 1905.

NORDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 22nd instant will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, the 22nd instant,
at 9.30 A.M.

All Claims must reach us before the 27th
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,
Agents.

Hongkong, 16th February, 1905.

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEI,"

FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 18th instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 27th
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 17th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th February, 1905.

Estimations.

LEVY HERMANO.

DIAMOND MERCHANTS, JEW-
ELERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

4, QUEEN'S ROAD,
Watson's Building.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS
speciality.

Hongkong, 12th September, 1904.

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS, AND ENLAR-
GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. C. LAUN, D.D.S.,

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1904.

HONGKONG AVERAGE MARKET
PRICES.

